

GRAIN DEALERS' JOURNAL

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The GRAIN DEALERS JOURNAL.

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of various kinds, thoroughly dried and
cleaned, and suitable for feeding or mixing.

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We handle damaged stocks of grain for
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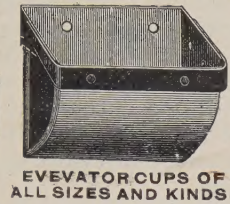
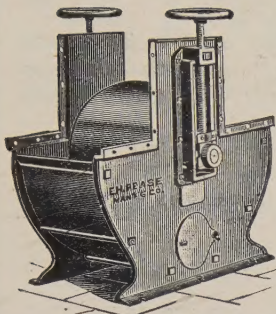
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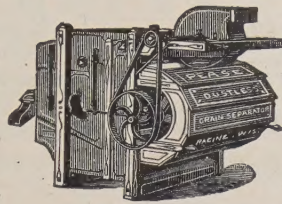
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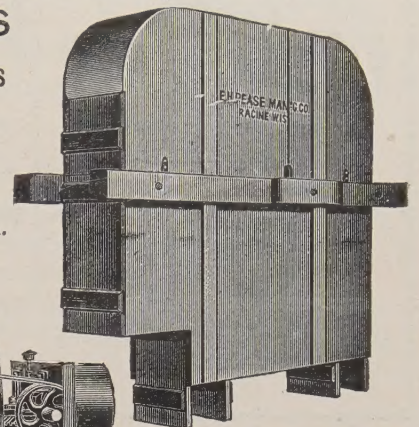


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Fanning Mills
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Heads,
Distributing
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Flexible Spouts

For Loading Cars.

EVERYTHING IN THE LINE OF

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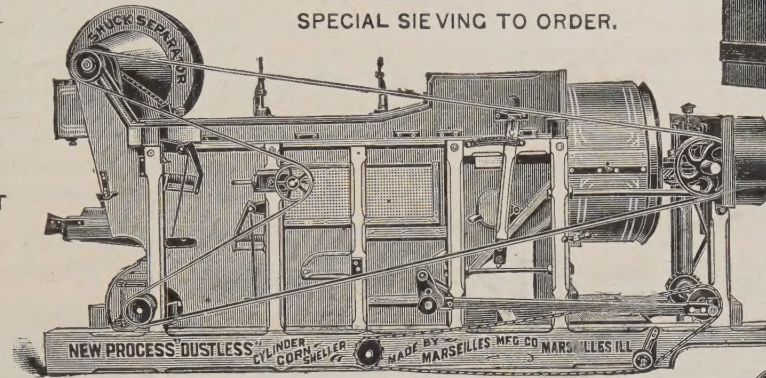
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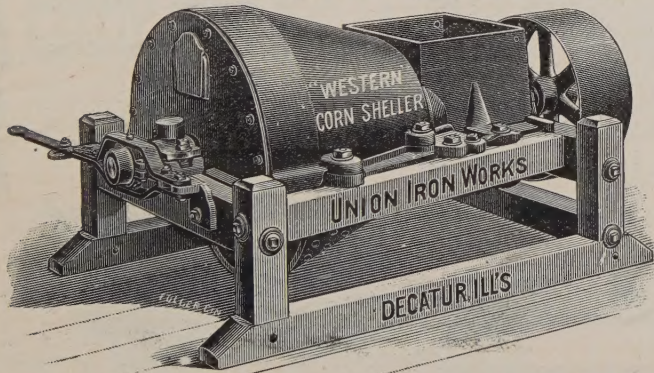
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FURNISHED EITHER AS

Combined or Separate Machines Also with or without
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Motive Power and Power Transmitting Appliances, Including,

THE "WESTERN" WAREHOUSE CORN SHELLER IMPROVED, WITH ADJUSTING LEVER

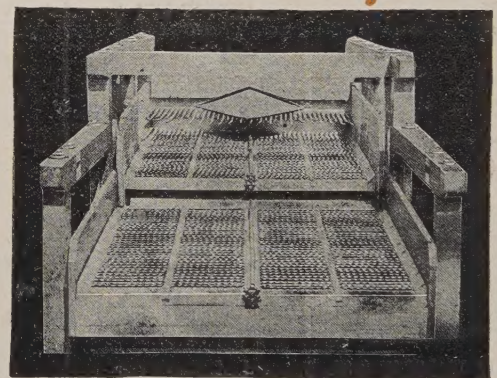


Patented Feb. 13, 1900.

Adjust cylinder while running.

No Delay.

Made in eight sizes.
No grain elevator complete without this Sheller.
Can be adjusted to all kinds and conditions of corn.



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THE "WESTERN" SHAKER CLEANER

Adjustable Screens

Separates CORN from COB
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OATS THOROUGHLY without changing screens.

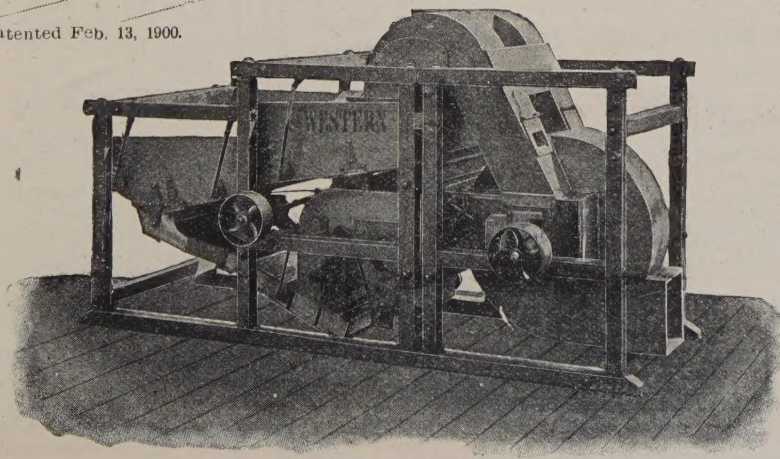
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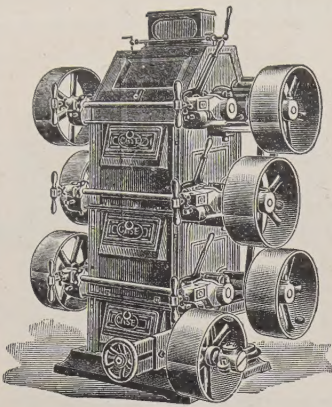
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Grain Elevators and Elevator Machinery a specialty. Plans made on application by a licensed architect.



Side View.



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SIMPLEST
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MOST DURABLE.
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FINEST FINISH.

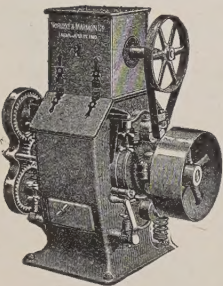
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All end pressure is avoided, as the stock passes through the machine in an even sheet the entire length of each pair of rolls.

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3 Roll-2 Break Mill

Feed Mills Roller and French Buhr.

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, our Mills are Unexcelled.

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THREE ROLL-TWO BREAK MILLS—2 sizes,
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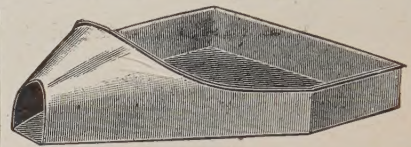
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For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.

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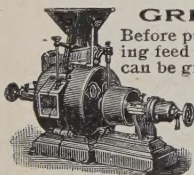
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Willford's Light-running Three-roller Mills

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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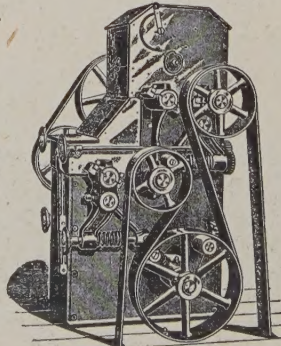
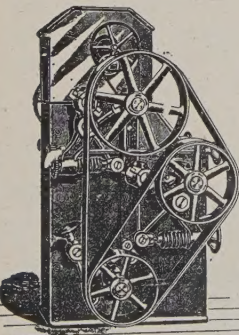
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Splendid Belt Contact.
Simple and Convenient Adjustments
Can be driven on either side from a shaft running in either direction.
Sent on 30 days trial to responsible parties.

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THE "EUREKA" DOUBLE SHOE COMPOUND MOTION, TWO-FAN SEPARATOR

Is the steadiest running; has greater capacity and has better air separations than any machine on the market. Construction and finish unequalled.

WE BUILD THIS STYLE MACHINE ENTIRELY OF IRON AND STEEL.

The New Improved "EUREKA" Oat Clipper | "EUREKA" Wheat Washing Whizzing and Drying System

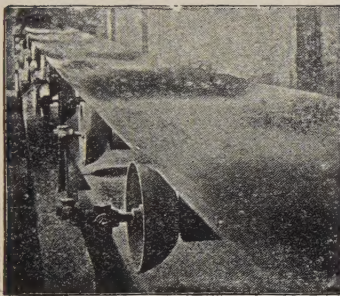
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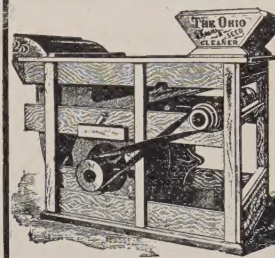
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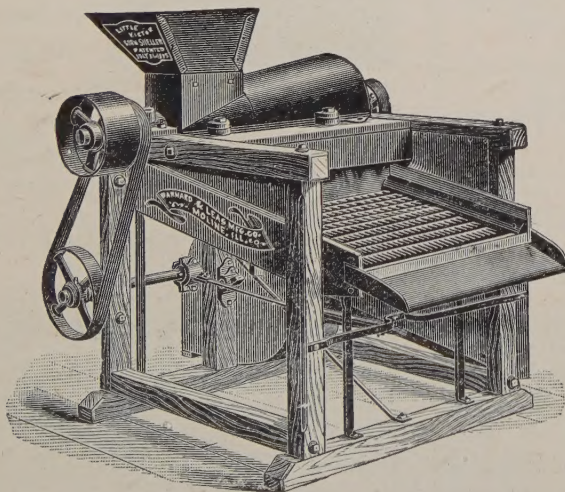
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




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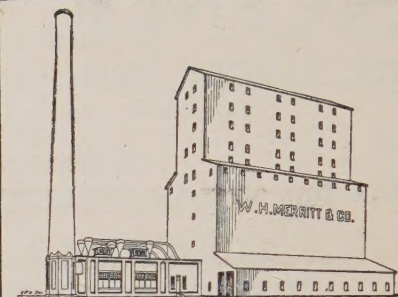
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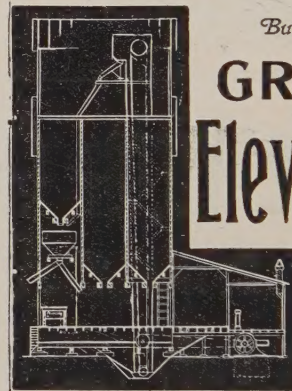
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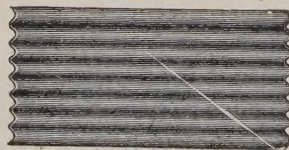
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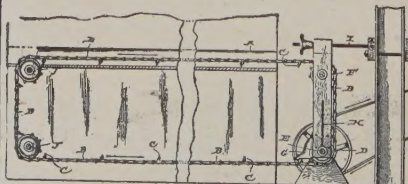
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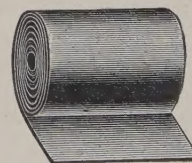
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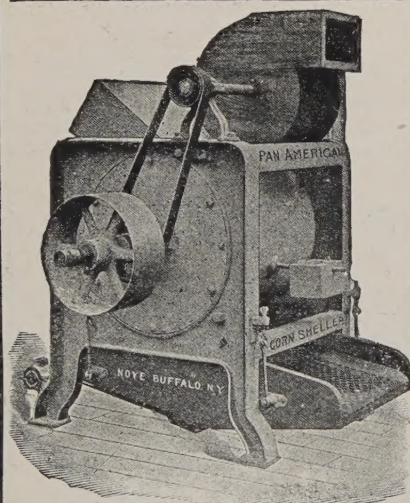
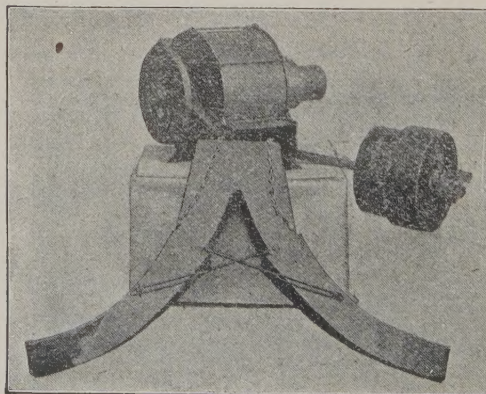
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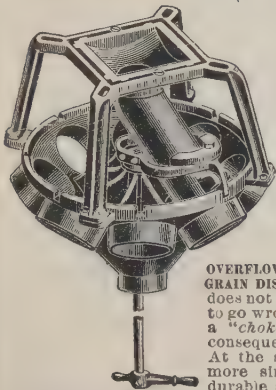
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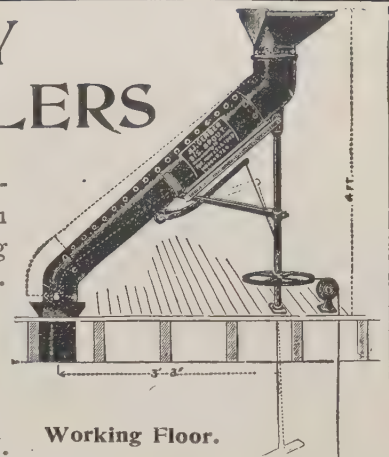
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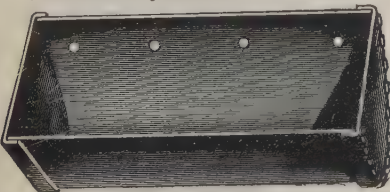
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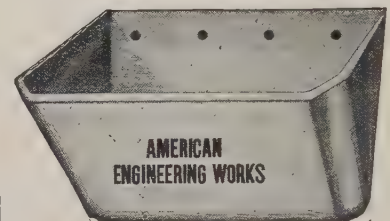
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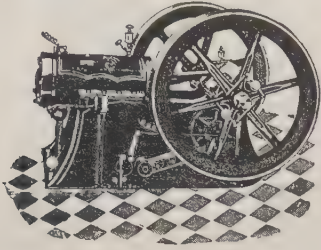
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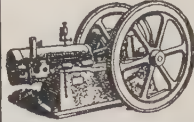


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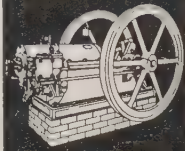
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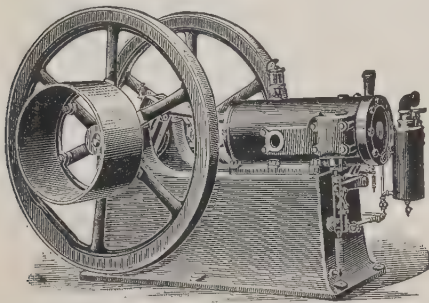
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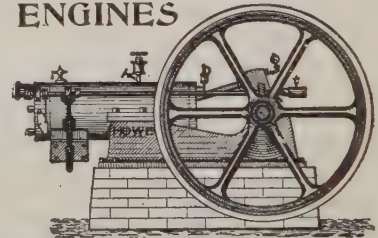
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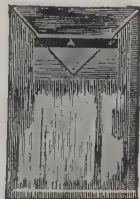
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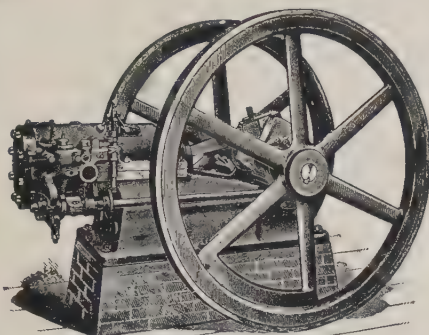
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Envelopes

Challenge Sample Envelope for Grain, Seeds, Flour, Etc.—Easily Filled, Absolutely Secure—has stood without a rival for ten years.

REDUCED PRICES THIS SEASON.

POWER FOR GRAIN ELEVATORS.



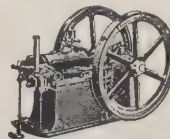
"NEW ERA" GAS AND GASOLINE ENGINES.

Easy to start; easy to operate;
heavy and substantial; high grade;
thoroughly guaranteed; electric or
tube igniter.

Sizes, 5 to 60 H. P.

If interested write for particulars to
The New Era Iron Works Company,
No. 86 Dale Ave., DAYTON, OHIO.

BRUNNER ELEVATOR ENGINE FOR GRAIN ELEVATORS.

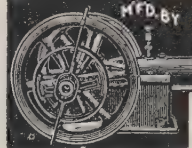


From 1 to 30 H. P.

Write for descriptive circular.

CHARLES BRUNNER, Mfr.,
Peru, Ill.

LENNOX GAS ENGINE



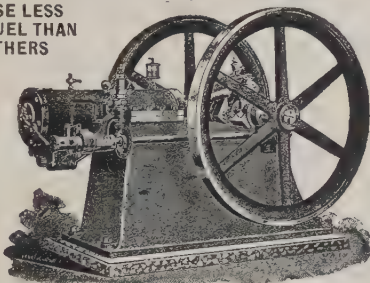
MFD. BY LENNOX MACH. CO.
MARSHALLTOWN, IA.

WRITE FOR CATALOGUE

of Elevator Engines.

Columbia GAS and GASOLINE ENGINES

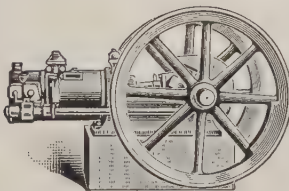
USE LESS
FUEL THAN
OTHERS



E. L. GATES MFG. CO.
34-36 So. Canal St. CHICAGO, ILL.

To the **10,000** users of Otto Gas and Gasoline Engines
through- out the United States, we wish a

Happy and Prosperous New Year



To those not our patrons, whose unreliable
motive power has been a great drawback to
prosperity, we recommend the Otto.

We have successfully solved the power problem
for many. Perhaps we can for you.

THE OTTO GAS ENGINE WORKS,
PHILADELPHIA, PENNA.

Chicago Representative, T. W. SNOW, 360 Dearborn St.

Cifer Codes

USE A GOOD TELEGRAPH
CIPHER CODE:: PREVENT
ERRORS, REDUCE THE COST
OF SENDING MESSAGES AND
PREVENT CONTENTS BECOMING
KNOWN TO AGENTS:::

ROBINSON'S TELEGRAPH CIPHER CODE is used
more extensively by the grain trade than all
others combined. Well arranged. Compact;
can easily be carried in the pocket. Well
printed on good paper. Bound in leather,
\$2.00; cloth, \$1.50.

A, B, C, INTERNATIONAL CODE is used more exten-
sively in international trade than any other.
Bound in cloth, 480 pages. American Edition,
\$5.00.

BALTIMORE EXPORT CABLE CODE, the latest, sim-
plest and most popular code used in the ex-
port grain trade. Bound in leather, 152
pages. Price, \$8.00.

COMPANION CABLE CODE, a complete general code,
with words from the official telegraph vocabu-
lary. Bound in cloth, 144 pages. Price,
\$5.00.

JENNING'S NEW ENGLAND TELEGRAPH CIPHER AND
DIRECTORY. Bound in morocco, \$3.00.

STEWART'S INTERNATIONAL CODE. By means of
which any number from 1 to 1,000,000 can be
expressed by a single word of not more
than ten letters. Bound in paper, 22 pages.
25 cents.

UNITED STATES CIPHER CODE. Bound in cloth, 136
pages. price, 3.00.

For any of the above, address

GRAIN DEALERS CO.
10 PACIFIC AVENUE, CHICAGO, ILL.

The Gas and Gasoline Engine and Its Age

By NORMAN & HUBBARD

Is a practical hand-book of questions and
answers on any difficulty that may arise in
the care, management and operation of a
Gas or Gasoline Engine. It is a reference
book for users and those contemplating the
purchase of a gas or gasoline engine.

It gives a historical review of the growth
of the gas and gasoline engine and the fea-
tures that are essential to the good working
of a gas or gasoline engine. It gives a
long list of questions and answers which
are invaluable to users, describes an indi-
cator, the pounding of engines, precautions
in running a gas engine, etc. It also gives a
description of nearly all the prominent
makes of American engines, besides a very
complete set of rules and tables, which are
invaluable to operators of engines. This
book is of convenient size, well bound in
cloth covers, printed on book paper, and
profusely illustrated. Price \$1.00.

FOR SALE BY

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

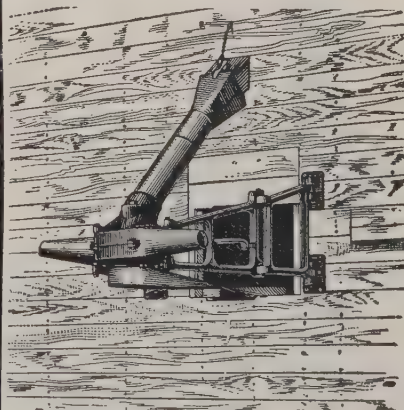
68 POUND EAR CORN TABLE

which reduces to bushels of 68 pounds each,
any weight of ear corn from 100 to 6,590 pounds
will be sent to anyone for 25 cents.

Subscribers to the GRAIN DEALERS JOUR-
NAL can obtain a copy by sending 10 cents to

GRAIN DEALERS COMPANY
255 La Salle St. CHICAGO, ILL.

Improved Ideal Car Loader



Manufactured at Allenville, Ill. Loads
any size car from end to end and full to
the roof with but very little power.
Does not crack grain. Does not blow the
grain, thus sorting the light and heavy
and causing off grades. Pays for itself
in a short time. Hundreds in use giv-
ing universal satisfaction. Can we
interest you by saving you money? Sold
subject to 30 days' trial at your elevator.
Write for catalog giving full particu-
lars.

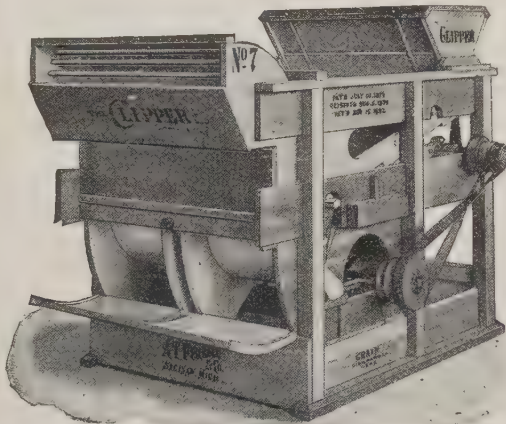
The Ideal Car Loader Co.,
ALLENVILLE, ILL.

CLIPPER GRAIN, SEED AND BEAN CLEANERS

A.T. FERRELL & CO. MFD BY SAGINAW, MICH.

THE SUCCESSFUL COMBINATION CLEANER FOR LOCAL ELEVATORS. Requires $\frac{1}{2}$ horse power

No. 7



FRONT VIEW—Showing special air shaft through which grain passes.

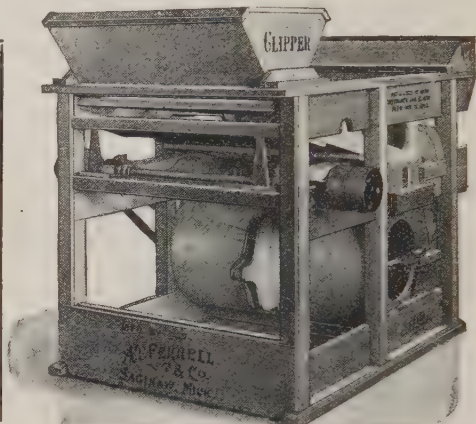
Capacity on Grain
250 bushels

Clover and Flax
50 bushels

Screens 34 x 42 inches

New
Hopper and Feed
Regulator

No. 7

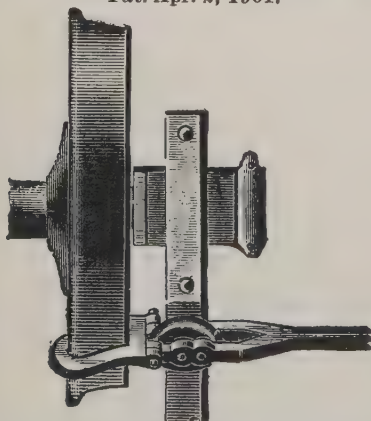


REAR VIEW—Showing our Double Air Drum with center air controller. Screens withdraw from this end in all regular machines.

RESULTS SIMPLICITY DURABILITY AND POWER SAVING

Special Car Mover

Pat. Apr. 2, 1901.



Moves train of cars on good level track. Hook grips face of wheel and 3,000 to 4,000 lbs. is applied in the direct course of the revolution of the wheel. It moves a car with less power and greater speed than any other mover on the market. Price \$5 f. o. b. Sac City, and shipped C. O. D. subject to trial and acceptance.

The Conveyor Car Loader

has advantages over other loaders. Let us ship you one on trial.

The Incline Elevator and Dump

and storage system is the best and cheapest ear corn and small grain storage. Grain Dealers, Farmers and Feeder Plants solve the problem of cribbing ear corn, etc., without shoveling. A grain dealer's elevator having 100,000 bushels capacity can be built for \$3,500. Write for full particulars.

H. KURTZ & SON
SAC CITY, IOWA.

No. 44 COAL SALES BOOK

THREE BOOKS IN ONE.

1. It is your original entry of all sales made.
2. It is your original entry on your scale weights.
3. It is your Journal from which you do your posting.

It contains spaces for 6,000 loads. Each page is ruled with column headings as follows: Date; Ledger Folio; To Whom Sold; Gross; Tare; Net; Price Per Ton; Amount.

This book contains 150 pages of good ledger paper printed and ruled. It is well bound in cloth covers with leather back. Size of book $8\frac{1}{2}$ x 14 in. Price, \$1.75. For sale by

GRAIN DEALERS COMPANY,
10 Pacific Ave., Chicago, Ill.

No. 23

Grain Scale Book

An indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size $10\frac{1}{2}$ x $15\frac{1}{2}$ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
10 PACIFIC AVE. CHICAGO, ILL.

NUTT'S Patent Flexible and SPOUT



Closed.



Open.

Manufactured by

is the most convenient, the easiest handled, and adapted to more uses than any other spout made.

Cheapest because one will do the distributing of many spouts of other patterns. Can be closed up to occupy one-fifth of the length when extended.

WRITE FOR PRICES.

FLEXIBLE SPOUT CO., Urbana, O.

Clark's Grain Book

Is a Record and Memorandum Book for the use of Country Dealers.

It is $9\frac{1}{2}$ x 12 inches, contains 400 pages of heavy manilla paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmers name, kind of grain, gross, tare and net weights and to figure how much it comes to at the ruling market price.

Price \$1.50.

For Sale by

Grain Dealers Company,
10 Pacific Avenue, Chicago, Ill.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

TWO elevators and residence for sale. Address C. H. Eckery, Yetter, Ia.

12,000-bu. grain elevator, good repair; large territory. Box 53, Logan, Ia.

EASTERN ILLINOIS elevator for sale on main line of Big 4. Address J. T. Powell, Vermilion, Ill.

ILLINOIS elevator at great sacrifice, or exchange for real estate. Must be sold. W. L. Cadle, 440 Canal st., Chicago.

ELEVATORS to suit the most exacting are quickly found by advertising in the "Elevators Wanted" column of the Grain Dealers Journal.

TWO INDIANA ELEVATORS for sale. One on Vandalia, one on main line Penn. R. R. Address Plymouth Nov. Mfg. Co., Plymouth, Indiana.

HALF INTEREST in new elevator of 18,000 bushels capacity; all modern, fine grain point. Good reason for selling. Address Lock Box 24, Popejoy, Iowa.

INDIANA elevator for sale. Good location, large territory and doing a good business. Address H. A. L., box 1, care Grain Dealers Journal, Chicago.

A 20,000 capacity elevator for sale, on the C., R. I. & P., in the wheat belt of Oklahoma. In good condition. Good reason for selling. Central Grain Co., Hennessey, O. T.

COAL YARD, scales, office and elevator site for sale. The only property available for elevator at Blairstown, Ia. Good grain point. Only one elevator in town. Address E. F. Cazalet, Vinton, Iowa.

ELEVATOR of 14,000 bu. capacity with a store building in connection for handling seeds and feed, located in a thriving western town and doing a splendid business, for sale; \$8,000. A fine opportunity for some one. To any one interested full particulars will be given. Address A. S. E., box 6, care Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR, 16,000 capacity, warehouse 120x40, and local flour mill; western Ohio, good point; \$10,000; profits last year, \$6,000. Address X, box 3, care Grain Dealers Journal, Chicago.

FOR SALE: a half interest in elevator in one of largest and best grain towns in Oklahoma; cheap. Good opening for party with small capital. Address L. Box 843, Wichita, Kan.

TWO HAY barns at Wolcott and one at Remington, Ind., for sale at a bargain. Well located for either hay or grain business. Must be sold quick. Address Snap, Box 14, Grain Dealers' Journal, Chicago.

NEW INDIANA elevator built about 14 months, on Wabash R. R.; capacity 27,000 bu.; will easily handle annually 250,000 bu. corn and oats. Price, \$5,500. B. D., box 1, care Grain Dealers Journal, Chicago.

FOUR elevators and hog yards on U. P. R. R. in central Nebraska from 10,000 to 14,000 capacity each, equipped with engines and cleaning machinery. Address R. & C., box 2, care Grain Dealers Journal, Chicago.

FOR SALE—LEASE on elevator site (175 ft. x 110 R. R. property) at Watkins, Ia. Good grain station; party that owns lease will sell it cheap, as he has engaged in other business. Address E. F. Cazalet, Vinton, Ia.

PROFITS LAST YEAR amounted to nearly our asking price. A line of 3 elevators in Indiana, with dwelling and feed business, arranged to handle live stock and hay. Address John, box 2, care Grain Dealers Journal, Chicago.

SEED OATS

Three Best Varieties in Existence
"Mammoth White Russian," "Early Champion" white, and "Lincoln" oats. Write for Free Catalog of all best Farm and Garden Seeds; also 56 page "Book on Corn Growing." Always address
J. R. Ratekin & Son, Shenandoah, Iowa.

Wud U Sell Out?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it. Ads in this column cost only 15 cents per line, yet bring quick returns.

Address,

GRAIN DEALERS JOURNAL
255 LaSalle St., Chicago, Ill.

ELEVATORS WANTED.

WANTED to lease an elevator in Illinois. Box 556, Minonk, Ill.

ELEVATOR wanted at good grain point. Give particulars. P. H. Daub, Helena, Ohio.

ELEVATOR WANTED, good grain point Ill. or Ind. Give particulars. Box 333, Covington, Ind.

ELEVATOR wanted at good station in Nebraska or Iowa. J. S., box 11, care Grain Dealers Journal, Chicago.

GOOD grain elevator wanted in Ill., Ind., or Iowa. Address H. C., box 1, care Grain Dealers Journal, Chicago.

WANTED: Elevator with lumber and coal trade. State full details. E. O. C., box 3, Grain Dealers Journal, Chicago.

TWO TO FOUR good elevators in good grain country wanted. Address C. W., box 3, Grain Dealers Journal, Chicago.

WANTED: 4 to 6 good elevators tributary to Chicago, Peoria or Springfield, Ill. Cash buyers. Aaron Smick, Decatur, Ill.

TWO or three grain elevators wanted in northern Iowa, or southern Minnesota. Address S. D., box 2, care Grain Dealers Journal, Chicago.

WANTED, to buy, an elevator in northern Iowa or Minnesota. Way-Johnson-Lee Co., 606 Corn Exchange, Minneapolis, Minn.

TWO OR THREE grain elevators wanted in northwestern Ia., southern Minn., or eastern S. D. Address W. T., lock box 53, Sheldon, Ia.

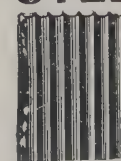
ELEVATOR wanted with good corn and oats trade in Iowa, Illinois or Indiana. Address I. I. I., Box 11, care Grain Dealers Journal, Chicago.

WANTED to buy, an elevator in southwestern Minnesota; or a good location to build one. Walter Parks, 1910 Hawthorne av., N. Minneapolis, Minn.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Exchange, 72 Traders bldg., Chicago, Ill.

STEEL ROOFING



Strictly new, perfect, Semi-Hardened Steel Sheets, 2 feet wide, 6 feet long. The best Roofing, Siding or Ceiling you can use. No experience necessary to lay it. An ordinary hammer or hatchet the only tools you need. We furnish free with each order sufficient paint and nails. Comes either flat, corrugated or "V" crimped. Delivered free of all charges at the following prices

TO ALL POINTS IN

INDIANA, ILLINOIS,
WISCONSIN, MICHIGAN,
OHIO, IOWA, WEST
VIRGINIA.

Per Square, \$2.35.

PENNSYLVANIA, NEW
YORK, NEW JERSEY,
MARYLAND, KENTUCKY,
MISSOURI, MINNESOTA,

Per Square, \$2.50.

Prices on other States on application.

A square means 100 square feet. Write for free catalogue No. 326
CHICAGO HOUSE WRECKING CO., W. 35th and Iron Sts., Chicago

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

OTTO GAS engine, 15 h. p., E. L. Roberts & Co., 22d-st. and Union-pl., Chicago.

GASOLINE engines, all makes bought, sold, rented and exchanged. McDonald, 36 W. Randolph-st., Chicago.

"GUS" GAS AND GASOLINE ENGINES. None better made. The Carl Anderson Co., 23 N. Clinton, Chicago.

BOILER for sale, 60-h. p. tubular, 50 in. diam., 15 ft. long. McReynolds & Co., 313 Western Union Bldg., Chicago.

STEAM 20-h. p. engine, and lot of elevator supplies, for sale. Send for list. Downie-Wright Mfg. Co., York, Neb.

BOILERS for sale, all sizes, horizontal, tubular, complete. J. E. Russell, 1407 Manhattan bldg., Chicago.

SECOND-HAND Lewis gas or gasoline engine, No. 15, 20-h. p., in good shape. Rider Grain Co., Kentland, Ind.

STEAM 20-h. p. boiler, 15-h. p. engine complete, in good repair, for sale cheap, mfgd. by Frost Mfg. Co., of Galesburg, Ill. Jacobs & Brauer, San Jose, Ill.

SECOND-HAND gasoline engines; one 4-h. p. Van Duzen; one 12-h. p. Otto; one 14-h. p. Charter; also other makes. Write C. D. Holbrook & Co., Minneapolis, Minn.

OTTO GAS ENGINES, 4-horse and 10-horse power, can be altered for gasoline. Chas. E. Prunty, Main and Market, St. Louis, Mo.

SOME BARGAINS in secondhand steam and gasoline engines. New engines installed anywhere. J. D. Wallace, Champaign, Ill.

FROST engine, 30-h., and boiler 35-h., with pump and all fixtures, must be sold account of replacing with larger plant. Also single and double 6x12 rollers for feed mills complete. E. Brunner, Hope, Kan.

100-h. p. Buckeye Automatic, 12x16.
80-h. p. slide valve, 12x24.
20-h. p. slide valve, 8x10.
8-h. p. Charter Gasoline Engine.
W. S. McKinney & Co., 204 Dearborn st., Chicago.

GASOLINE engines, second hand, 35 h. p., White & Middleton; 10 h. p. Lewis; 6 h. p. Webster; 8 h. p. Pierce; 3 h. p. Holliday. We send you photograph. Price Machinery Co., 507 Great Northern bldg., Chicago.

ONE 40-h. p. Charter Gasoline Engine, in use about two months, \$700; one 35-h. p. Charter Gasoline Engine, used in an elevator about six months, guaranteed in first-class condition, \$600; one 28-h. p. Charter Gasoline Engine, used nine months, fully guaranteed, \$500; one 20-h. p. Fairbanks Gasoline Engine, in use one year, \$500; one 15-h. p. Fairbanks Gasoline Engine, in use about 15 months, \$400; one 10-h. p. portable gasoline engine, manufactured by the Kenard Hay Press Co., of St. Paul, \$400; one 8-h. p. portable gasoline engine, \$350. For sale by Allen P. Ely & Co., Omaha, Neb.

ENGINES FOR SALE.

GAS engine for sale; 3-h. p. Murray, 1253 Milwaukee av., Chicago.

STEAM 15-h. p. engine and 20-h. p. boiler for sale, in good repair; engine Sioux City Corliss. Truax & Betts Elevator Co., Mitchell, S. D.

BOILER for sale, naked, 12x42, 34 flues, in good order, with small patch on bottom. New flues put in before taken out because too small. John Stren, Reinbeck, Ia.

FOR SALE OR EXCHANGE—A Miller Improved Gas Engine, 100-h. p., and a Harrisburg Ideal Automatic Steam Engine, 140-h. p. We can use a steam engine of 175 or 200 h. p. Prefer Corliss pattern. New Kensington Milling Co., Ltd., New Kensington, Pa.

FOR SALE—Secondhand gasoline engines, 1 to 50 h. p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

ENGINES WANTED

WANT to buy a good secondhand gasoline engine, 12 to 15 h. p.; must be nearly new. O. M. Kelly, Dana, Ill.

SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

ONE 600-bu. Fairbanks Hopper Scale for sale, practically new. Price, \$65, cost \$165. Address J. G. Hermann, Ashmore, Ill.

ONE thousand bushel hopper scale, with patent self-registering beam and leveling device, \$175. Address Barry-Wehmler Machinery Co., St. Louis, Mo.

REFITTED R. R. track, hopper and wagon scales; Howe, Fairbanks and Buffalo makes; good as new and will be sold cheap. All sizes in stock new of our own make. U. S. Scale Co., Terre Haute, Ind.

NEW AND SECOND HAND MACHINERY

Send for our Catalog No. 58 C.

We handle everything needed in a grain elevator; can fill orders promptly and at lowest prices.

Our stock includes gasoline and steam engines, cleaning machinery, corn shellers and cleaners, feed mills, shafting, hangers, buckets, etc. When writing mention this paper.

B. F. CUMP CO.

ESTABLISHED 1872
INCORPORATED 1901

53 So. Canal St., CHICAGO.

MACHINES FOR SALE.

RICHMOND Burr Mill, 14 in.; in good condition; will sell low. Address R. S. Stall & Co., Thorntown, Ind.

SECONDHAND GAS and gasoline engines bought, sold or exchanged. J. M. Johnston, 217 Lake st., Chicago.

CAR-LOADERS for sale, 6 Metcalf bifurcated, secondhand. O. W., box 3, care Grain Dealers Journal, Chicago.

JENNY ELECTRIC MOTOR of 30 h. p., dustless, for sale; \$250 f. o. b. Address E. F. Branch & Son, Martinsville, Ind.

SCREW conveyor, elevator boots and belting, and Cyclone Dust Collector for sale. Write for catalog No. 326. The Chicago House Wrecking Co., W. 35th and Iron-sts., Chicago.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

WANTED: Grain elevator men, who want grain handling machinery of any description, to mail us their specifications of what they want. Rock bottom prices on belting and machinery. A. S. Garman & Sons, Akron, O.

PORTABLE corn sheller mounted on wheels for sale. The Sandwich Mfg. Co.'s No. 2 will easily shell 3,000 bu. corn in ten hours, and clean it in a first-class manner for the market. It is new and only run to shell 15,000 bu., and is in perfect order. Price, \$200. H. C. Tinkham, Latty, Ohio.

MISCELLANEOUS FOR SALE.

CORN CRIB VENTILATORS, adjustable, fit any crib, reduce liability of deterioration to a minimum, the invention of N. S. Beale, Tama, Iowa. Write for particulars.

HAY BUSINESS and barns in Indiana; also seed business, for sale. Unprecedented opportunity to obtain a good business. Address Bargain, Box 14, Grain Dealers' Journal, Chicago.

HOW TO SPECULATE—A successful system of speculating outlined and mailed postpaid, on receipt of \$1. Will earn from \$100 to \$1,000 per year, and more, according to capital invested. Money refunded if not satisfactory. At references. E. F. Cazalet, Vinton, Ia.

MACHINES WANTED.

FEED MILL outfit wanted in exchange for good new 2-story 6-room house, located in manufacturing town of 2,500 in gas belt. W. C. Gordon, Albany, Ind.

MACHINES left standing idle will deteriorate, increase your fire hazard and the cost of insurance. Sell them; get them out of your way; put your money where it will earn something. Advertise in the "Machines for Sale" column of the Grain Dealers Journal.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

GRAIN FOR SALE.

SEED CORN AND OATS for sale in car-loads or less. La Rose Grain Co., La Rose, Ill.

WANTED—Buyers or sellers of field seeds or seed grain, to correspond with the Illinois Seed Co., Chicago, Ill.

TIMOTHY seed for sale. Write for samples and prices. Thor Lumber and Grain Co., Thor, Ia. Located on C. & N. W. Ry.

CLOVER, timothy, field seeds of all kinds for sale, car lots or less; write for prices and samples. Crabbs & Reynolds, Crawfordsville, Ind.

WHITE WHEAT in car-loads, if needing write Sam Williamson, Salt Lake City, Utah. Address telegrams "Williamson," Salt Lake City, Utah.

EARLY OHIO SEED POTATOES, raised in the Red River Valley in North Dakota; macaroni wheat, millet, Hungarian, etc. Fargo Seed House, Fargo, N. D.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

SEED CORN

Eighteen Years' Experience in the Seed Corn Business as a SPECIALTY, convinces us that Farmers prefer to buy their Seed Direct from the Grower; then he knows where it is grown; also that it is not Commission House, or Elevator Corn; besides he saves the Middle Man's profits. We are the largest Seed Corn growers in the world, and have sent out more Seed Corn in the past few years than any other Growers, Seed House or Seed Firm in the world. We are headquarters for Seed Oats as well. Write us for our FREE Catalogue of Seed Corn, Farm and Garden Seeds. Always address

J. R. RATEKIN & SON, SHENANDOAH, IOWA.

FREE to SUBSCRIBERS

If any subscriber to the Grain Dealers Journal desires a copy of the GRAIN DEALERS AND SHIPPERS GAZETTEER for 1899-1900, they can obtain one by sending 25 cents in stamps to prepay express charges. This book is said to contain the Freight Agents Official Lists of Grain Dealers and Millers on over 100 lines of Railroad. The names are arranged by railroads. The book contains over 200 pages and is well bound in cloth with flexible cover.

Address, GRAIN DEALERS JOURNAL, 10 Pacific Ave., Chicago, Ill.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

HELP WANTED.

TRAVELERS who call on country grain dealers can easily make something on the side and at the same time promote their regular business. Address Side Line, Box 12, Grain Dealers' Journal, Chicago, Ill.

GRAIN AND LUMBER man wanted who speaks German, to sell lumber, buy grain and live stock. State age, experience and salary expected. Steady work for sober man. E. & S., box 3, care Grain Dealers Journal, Chicago.

PARTNERS WANTED.

PARTNER WANTED to take half interest in grain, coal and stock business, 30,000-bu. elevator, in good town in eastern Kansas; \$3,000 to \$4,000 required. Address Partner, Box 14, care Grain Dealers' Journal, Chicago.

GRAIN WANTED.

WANTED, straight, dark mixed oats. Send samples and quotations. W. H. Small & Co., Evansville, Ind.

WANTED—White corn and black oats of superior quality. Mail samples to Illinois Seed Co., Chicago, Ill.

SITUATIONS WANTED.

POSITION as manager or book-keeper for country station wanted; 8 years' experience. Address John Wint, Chickasaw, Ohio.

POSITION wanted as buyer at country station by man of experience. Age 41. Address R. E. B., box 3, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in a transfer and cleaning elevator by a young married man. Three years in last place. Address A. H. S., Box 15, Grain Dealers Journal, Chicago.

POSITION wanted in country elevator as buyer and elevator man. Three years' experience and best of reference. Address O. W. L., Box 2, care Grain Dealers Journal, Chicago.

ELEVATOR wanted to run on salary and part of profit. Thoroughly understand grading grain, hay and seeds. Long experience, good references. J. S. B., box 3, care Grain Dealers' Journal, Chicago.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

POSITION wanted in country elevator as buyer and elevator man. Three years' experience and the best of reference. Salary, \$45 per month to start. Address J. A. G., Box 11, care Grain Dealers Journal, Chicago.

POSITION wanted by grain man of twelve years' practical experience in superintending transfer and mixing elevator, inspecting, buying track grain and office work. Now holding responsible position; first-class references. B., box 3, care Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FLOURING MILL For Sale, 60 bbl. capacity; doing good business; running every day. Machinery in good repair. Good county seat; 3 R. R.'s. For particulars address Lock Box 80, Auburn, Ind.

FLOUR AND FEED mill 40x60 ft., 3 stories, reliable water power; 30 acres of land, lumber yard, side track to mill. Paying business, in splendid condition, for the low price of \$3,750; \$1,750 cash. Ferd Schulz, Calamine, Wis.

OKLAHOMA 150-barrel flour mill and three elevators, all nearly new, on Rock Island Railroad in center of wheat belt. The best of locations. Will sell at a bargain if sold by March 1. Address A. E. Stephenson, Enid, Okla.

SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

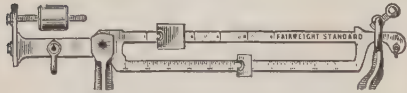
LUMBER

We sell to everyone at the same price, strictly wholesale rates. We will sell to anyone.

JOHN SPRY LUMBER CO.,

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

SCALES FOR ALL PURPOSES.



able features. **High-class scales our specialty. Introductory prices** where we have **no agents.** Mention this paper

Before you buy see the most **up-to-date scales** on the market. **Compound beams, weighing all on the beams;** steel levers, steel frames; concrete walls. Pivot bearings and every modern appliance, with no objectionable features. **High-class scales our specialty. Introductory prices** where we have **no agents.** Mention this paper

FAIRWEIGHT STANDARD SCALE CO., Danville, Ill.

If You Want to Reach

The Grain Dealers of the Country
Advertise in the Grain Dealers Journal.

BETTER PRICES FOR YOUR GRAIN

can readily be obtained if you will purify it before shipment. Impurities, such as smut, must and mold odors can be entirely removed, and unnatural stains from water or other causes can be removed by our patent process of purifying and the grain made sweet and bright.

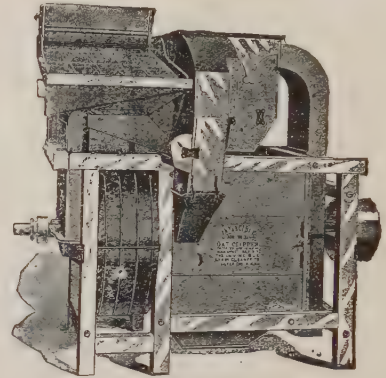
A purifier can increase your profits enough to pay for itself in a short time. Write for particulars to

The American Grain Purifier Constructing Co.

DAVENPORT, IOWA, or KENTLAND, IND.

INVINCIBLE OAT CLIPPERS

clip rapidly, perfectly and without waste, regardless of the weather. Great capacity, perfection of work, economy of operation, simplicity and durability are points in their favor. : : : : : : : : :



Our machines are compactly built, run smoothly and do not hull the oats

We manufacture corn and cob separators and cleaners, receiving separators, scourers and cleaners, needle screen gravity separators and spiral belt separators. Send for catalog.

Invincible Grain Cleaner Company
Invincible Works.

SILVER CREEK, - - - N. Y.

Represented by

W. J. Scott, Wyoming Hotel, Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
J. N. Bacon, Balcherne Block, Indianapolis, Ind.

An Unbeaten Guarantee.



We will prove any statement we make right on your own floor, placing our machine alongside any other type of separator you have. If it doesn't do better work, run easier, require less attention, no sale.

You can't beat that for a guarantee, either.

The Monitor Scourer.

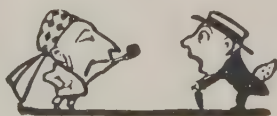


Lots of "scourers" are on the market. Some are threshing machines, battering and beating the grain into bits. Our scourers are built to scour. The secret lies in our patented type of cylinder.

The revolving cylinder has certain exclusive points that no other cylinder on the market has.

For instance, the wedge-formed teeth. These passing through the grain keep it constantly ending over and over, and in continuous contact with the scouring case.

Our Claims Realized.



The wheat leaves the machine brightly polished and scoured and free from all dust and impurities.

Our beat-it-if-you-can guarantee stands back of these claims, too.

Totally apart from our patented features, important to every buyer, these few points are intended to show how we realize our claim for exclusive practical working points.

**THE
HUNTLEY MFG. CO.,**

MONITOR WORKS.



SILVER CREEK, - NEW YORK

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

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CHARLES S. CLARK,

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Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., FEBRUARY 10, 1902.

Loading cars to double their capacity invites shortages and wrecks.

The metric system has not yet been adopted and Congress seems to have plenty of other work on hand.

Some of the wheat bulls are now willing to admit that not more than 75 per cent of the wheat crop has been fed.

The high price of corn and oats has made shredded corn fodder quite popular in the southwest this season.

The Kansas movement to raise no wheat in 1902 will encourage farmers elsewhere to increase their acreage devoted to this cereal.

Harmony and fair profits have proved extremely satisfactory to many dealers who have been content to handle a small crop without fighting for it.

Oats suitable for seed will soon command handsome premiums. If you have oats of superior quality it will pay you well to advertise them for sale.

It is no worse for a buyer to default on his contracts when the market declines than for the seller to default when it advances. Both are culpable, both are liable.

By keeping your elevator clean and applying whitewash and lye to walls and ceilings twice a year you will greatly reduce the work of destruction carried on by weevil and other grain-infesting insects.

The arbitration feature of association work is proving so beneficial that other associations are preparing to adopt it.

This will insure fewer lawsuits, more cordial relations and a higher plane of trade ethics for the grain trade.

Unless farmers are provided with a superior quality of seed corn this season, the acreage devoted to raising stuff will be grievously large. The farmer seems averse to exerting himself sufficiently to provide seed which will bring him results.

Type-registering scalebeams which eliminate the opportunity for errors in reading and recording the weight of grain are being adopted in many places and more correct weights assured. It is the most reliable device yet placed on the market and merits extensive adoption by the trade.

Each advance in the insurance rates on terminal elevators makes the old wood houses more expensive to operate and the fire-proof elevators more desirable. The advance in rates at some points has been so rapid as almost to drive the owners of wood elevators to replace them with fire-proof structures or retire from the business.

It is indeed gratifying to know that the demand of the elevator man for more reliable insurance at reasonable rates has prompted the Mill Owners Mutual Fire Insurance Company of Iowa and the Indiana Millers Mutual Fire Insurance Company to change their by-laws so as to permit the insuring of the better class of elevators.

The farmer agitators of Kansas who are striving to build up a grain trust of their own are much grieved because some of the poor farmers, who they are working tooth and nail "to help," refuse to patronize them. Their scheme is so largely prompted by selfish interests that even some of the farmers are beginning to see thru the game.

If the Illinois grain inspection department were fumigated or aired in public no doubt it would improve its condition, but permanent relief from politics and nepotism can not be expected until the Board of Trade has entire charge of the department. The proper function of government is to govern; the politicians are too greedy ever to permit it to serve half as well as private enterprise will serve.

Do not fail to let your Congressman, as well as the gentlemen who represent your state in the United States Senate, know that they will stand a whole lot higher in your estimation if they will use their influence and work for the retention of the tax on the betting game conducted in bucket-shops. The people have a much poorer show for their mon-

ey than in any lottery. By rights the tax should be increased a hundredfold.

Iowa railroads have been asked to make low rates on crushed stone and gravel to be used in constructing and improving country roads along their lines. Such a cut-rate, if made openly, would be more than justifiable, in fact the railroads would reap a rich reward from the work because, if the roads are made passable for all seasons, the marketing of farm produce will be distributed thruout the year and the provision of cars for its transportation made a much easier problem than at present.

Minnesota's new Governor, who seems to be incumbered with a number of populist ideas, has called the state legislature together for the special purpose of considering a new tax bill, which will bear very heavily upon the grain trade of the city's central markets. Heretofore grain stored in terminal markets has been assessed lightly, but under the new law it will be assessed full value. With such a law on the statute books, the approach of assessment day would effect a depletion of grain stocks at terminal markets of Minnesota.

The country elevator man who places so little value upon his time and property as to give them to another for \$100 a month is not likely to make a big success in the grain business. A case recently came to light where a man had an elevator which he valued at \$7,500, which, together with his services, he contracted to give for a term of years for \$100 a month. It is pleasing to learn that a dealer at a near-by station, with a less expensive house and a good head for the grain business cleared \$6,000 over and above all expenses for last year.

The local grain dealers associations of Indiana are rapidly strengthening the state association by transferring their members to the Indiana Grain Dealers Association and their surplus cash to the treasury of that organization. No state association has heretofore made such rapid gains financially and numerically. At the present rate it will soon have half the dealers of the state on its membership roll, yet it is only a month old. The dealers of the state seem anxious to profit by the experience of the dealers of the organized states, and are giving the new organization encouraging support.

The many disastrous fires of the present month will nerve the stock fire insurance companies to stick to their action taken the first of the year which will effect a horizontal increase in all rates. This is in addition to the increase made

last year when the new schedule was put into force. It now will pay the prospective elevator builder better than ever to consider the fire hazard when about to build a new elevator. It may reduce the first cost somewhat to build a steam plant right in the elevator or adjoining it, but the cost for insurance will soon increase the cost to a figure far in excess of a fire-proof power-house twenty feet away.

Credit must be given the Industrial Commission for echoing some sensible recommendations brot forward by others in regard to strengthening the decrepit interstate commerce law. It advises that "no rate or classification ought to be changed without at least sixty days' notice to shippers, unless specifically authorized by the Interstate Commerce Commission. That strict adherence to published tariffs be required and rebates or discrimination prevented by an increase of the penalties." Altho some grain shippers are still receiving favors at the hands of the carriers, the rank and file of the trade is strongly in favor of steady rates and no discrimination.

The demand for lists of regular dealers is increasing so rapidly that the publication and furnishing of such lists must soon become a recognized part of association work. Receivers seem more anxious than ever to confine their bids to regular dealers, who have money invested in the business and are reliable. Hence it behooves the associations to take advantage of this desire and furnish information regarding who is regular as frequently as possible. Changes are being made among the operators of country elevators so rapidly that it is next to impossible to keep a list alive unless one gives his entire time to such work. Receivers have long since come to recognize that they waste much money on lists of dead firms.

Minnesota's State Board of Railroad and Warehouse Commissioners has not yet succeeded in stopping the sweeping of grain cars in Minneapolis, and since the judge's decision that to sweep cars was not an offense, the number of sweepers continues to increase. The natural result is that unguarded cars are raided with impunity whether full or empty. It is gratifying to know, however, that an effort is to be made to induce the City Council to enact an ordinance which shall stop this nefarious practice. The only place to sweep cars is while the car still remains over the receiving sink of the elevator. Send the sweepings along with the rest of the load, and let the shipper have full credit for all of it.

Then thieves will have no excuse for loafing in yards about the terminal elevators.

In the travels of the members of the editorial staff of this journal about the country, we not infrequently find streaks of grain beside track, or see grain leaking from car door. We are positive that some of the shortages are caused by the use of old cars and careless cooping on the part of the shippers. Too much care cannot be taken in loading, and some action should be taken to detect any change in the car seal between the shipping and terminal points. Before now it has been discovered that seals were broken and replaced. The thieves were shrewd enough to know that the cause of the shrinkage would be detected unless the car was resealed. But they did not seem to take into consideration that the new seal did not bear the same marks as the original. Stealing from a grain car, whether open or sealed, should be made a penitentiary offense and the law strictly enforced. Then would it be much easier to obtain relief from the shortage evil.

The final report of the Industrial Commission is said to have been submitted to Congress, and many hope it is true, for no practical results have yet been sighted. While the earnest desire of the members of the commission to increase the number of feeders at the public trough is apparent, it is not likely that the grain trade will accept federal supervision of the grading of grain. Politics effects such erratic changes in the work of the state inspection departments that the trade learned long since to prefer inspection by the organized exchanges which employ men to grade grain on account of their knowledge of it, not by reason of the number of votes they can poll. The commission has recommended that the Secretary of Agriculture be authorized to fix standard grades for cereals, based on season of growing, quality and weight per measure, and, when intended for export, to inspect and certify the same. What a hustling band of ward workers such a department would support!

Complaints of shortages in shipments continue to reach us and some of them show much bad feeling against receivers who are not directly responsible. This may be warranted, and even if it is not, it will surely prompt the receivers of the market against which the complaints are made to make very careful investigation of the different leaks. The experience of the markets wherein honest and determined efforts to reduce shortages have been made, would convince any one that would take the trouble to post himself

on the subject that the receivers are not the ones to profit by the shortages; and, in very few, if any, cases have the elevator owners profited by such shortages. The stealing has been done by dishonest employes who cover their tracks so carefully that only the most vigilant were able to place the leak. The history of the trade during the past ten years shows but very few cases where receivers have profited by or been responsible for shortages. In most of the markets the receivers do not handle the grain, and it is weighed by disinterested public weighmen. If Indiana shippers who are complaining so bitterly of shortages will take up special cases, follow their cars and make sure that the car seal put on at shipping station remains intact until arrival of car at Toledo elevator, then an inspection of the scales at both points and of the car upon arrival at elevator will show what causes the difference to arise between the weights of shipper and receiver. It is not to be doubted that the shippers have just cause for entering complaints, but the Toledo receivers, we are quite certain, are not profiting by any losses the shippers suffer. Each shortage hurts their business and they know it. The receivers of every market recognize the fact that correct weights must be given if the patronage of the shipping trade is to be retained. They study and work to reduce shortages and strive to give satisfactory service. Kansas City recently established a check-weight bureau which has already done much to reduce the number of complaints of shortages received from patrons of that market. Minneapolis is struggling with the greatest of all shortage producers, the sweeping evil. Toledo is also making an earnest effort to reduce shortages in shipments to that market. Recently an expert scale man has been employed to inspect scales and the work of the weighman. This is a good move and will surely result in benefit to the market. As the trade becomes better organized and shippers and receivers become better acquainted, each will have more confidence in the honest intentions of the other. Each will be more temperate in denouncing what appears to be wrong-doing on the part of the other. It is right, however, that the shippers should complain, when they do have shortages; otherwise receivers might not know what was hurting their business, would not have an impetus to try to effect a remedy.

"Josiah," asked Mrs. Chugwater, "what is a bucket-shop?" "It's a place, I suppose," replied Mr. Chugwater, looking impatiently up from his newspaper, "where they empty the water out of stocks."

A Defense of the Legitimate Dealer.

It is cheering to know that all the regular grain dealers of Kansas and their friends have not lost sight of their rights, that some still have courage enuf to speak out in meeting. Colonel D. R. Browne of Hiawatha has taken up the cudgel for the dealers and had the following published in the Hiawatha World:

What is all this roar about the grain combine?

That is, what does it really amount to?

Every trade is organized and most all the buyers have some sort of an organization.

The farmer feeds them all. He controls them all.

If any one is oppressed the association or organization is soon hoisted out of existence by its own petard. We understand that the grain dealers who own elevators and cribs are organized to buy and sell all the grain marketed in their locality and that there is no secret whatever about the workings of the organization. Neither is there any politics or religion in it.

They do not fix the price on grain; but they do agree to charge a uniform price a bushel for handling it.

By standing together they keep out track buyers, or men who have no expense for operating elevators, such as labor, taxes, interest and repairs.

The commission companies stand by the organization and buy of the legitimate dealers—the elevator men—the men who have the money invested in the proper manner and not on the wildcat plan. We have no doubt that the commission companies will not buy grain of any other shippers at any price. We learn that shipments consigned them by bankers, by non-organization buyers, have been refused. The principle is in general usage and is not to be rashly condemned.

The point at issue is not "How can we smash the organization?" but is rather: "Is the association price charged for handling grain unfair?"

If it is unfair, or if prices are kept down by the organization, why, then, rival associations in the form of anti-combines would soon destroy the Grain Dealers Association.

But as we understand it, every seller is willing to allow the buyer a fair profit.

He prefers to patronize the established dealer who has the money in sight in elevators and cribs.

Just as any citizen prefers to buy of the home merchant to the traveling pedler, just so the farmer prefers to sell to the established grain man, provided, of course, that he gets the highest market price for his grain, minus a fair price for handling.

The same rule holds good in the coal trade and many other trades. Most merchants are organized and have credit associations and uniform profits.

Most of us prefer to buy necessities of the established home merchant, of the established coal dealer, at a fair price, rather than to buy of some "wildcat," who has no store, no coal bins and is of no value to public welfare—contributes nothing in taxes or interest to the community—for we all pay the difference either to the dealer or to the tax fund. The real point is:

"Does the legitimate dealer in any community take too much toll from the farmer?"

Does the local grain buyer set the price for grain?

Does his association?

If not, it is just to deal with him in preference to wildcat buyers. It is wise to always encourage the real dealer in anything—he is the one who contributes to all purposes and promotes all enterprises, who builds, pays taxes and shares with you all matters of "pith and enterprise."

The penny saved by traffic with pedlers and their ilk—those who come and go as the wind listeth—is far too often pound foolish.

Chief Grain Inspectors Will Meet.

As previously announced in these columns, the Chief Grain Inspectors National Association will meet in Philadelphia this week, Feb. 13, 14 and 15. The attendance of a large number of inspectors and an interesting meeting is assured.

The Board of Directors of the Commercial Exchange has appointed the members of the Grain Committee, a special committee to assist in entertaining the visiting inspectors.

Headquarters will be at Hotel Lafayette, on Broad, below Chestnut street.

John O. Foering, the president of the association, who has recently resigned his position as chief inspector for Philadelphia, writes: "I want to assure my many friends in the trade that I will not lose my interest in the work now under way by the Chief Grain Inspectors National Association. I hope to watch the work that has progressed so favorably since its initial meeting in Des Moines, and it shall have my hearty support no matter in what line I shall cast my future."

Dealers Meet at Enid, Okla.

The annual meeting of the Grain Dealers' Association of Oklahoma and Indian Territories was held at Enid, Okla., Jan. 21, about 150 dealers being present.

The address of President Henry Lassen of El Reno was followed by the annual report of Secretary-Treasurer C. T. Prouty of Kingfisher, which was approved. The association has 147 members.

The officers elected for the ensuing year were T. H. McKinley of Perry, president; W. R. McKee of Enid, vice-president, and C. T. Prouty of Kingfisher, secretary-treasurer.

The principal subject discussed was the "scoop-shovel man," whether he should quit business or get out of the association. This question arose on a resolution passed last year that the "scoop-shovel man" doing business where there was an elevator should sell out by February of this year or quit the association. The discussion to-day led to the recommendation that the elevator men doing business in the same place with him buy him out.

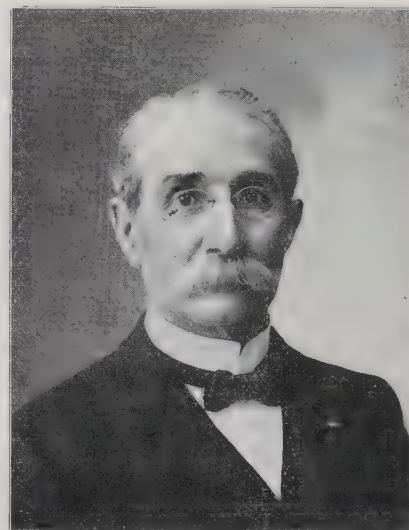
Mr. Buller of Blackwell wanted the territory divided, making two associations, but his resolution to that effect was lost.

After the meeting the visitors became the guests of the Enid dealers, and a sumptuous banquet was served to the members in the rooms of the Enid Club by the ladies of the Presbyterian church. After the feast came wine, cigars and addresses by many of those present.

Philadelphia's Inspector Resigns.

John O. Foering, chief grain inspector of the Philadelphia Commercial Exchange, has resigned that office after 25 years' continuous service. Mr. Foering's long administration of his responsible office reflected his personal integrity in a just regard for the interests of all grain handlers, whether in Europe or America, and won for Philadelphia inspection a high standing abroad.

Nearly one billion bushels of grain was inspected while he held office, yet there were but 36 appeals from his inspection, a record which never has been and probably never will be equaled. During 15 of the years of his connection with the department not a single case of appeal was brought. His resignation will take effect March 1.



John O. Foering.

Mr. Foering is president of the Chief Grain Inspectors National Association, organized last year for the closer affiliation of the inspection departments of the different markets. Mr. Foering will carry with him in his retirement and into any new field of endeavor the cordial good wishes of a host of friends in the grain trade.

The Board of Directors of the Commercial Exchange met Feb. 6 and acted upon the resignation of John O. Foering. The new chief grain inspector will be paid a salary instead of receiving a fee of so much per car of grain inspected. The following resolutions were adopted by the board:

Whereas, John O. Foering, who has continuously served the Commercial Exchange of Philadelphia as chief grain inspector for a period of 25 years, has voluntarily expressed to the Grain Committee his desire to be relieved from further continuance in that office after February 28; be it

Resolved, That the Grain Committee, while acceding to his request, desires to place upon record their high appreciation of Mr. Foering's administration of the responsible and arduous duties pertaining to his office, and to testify to the rare degree of ability, sound judgment and unswerving honesty which he has unflinchingly shown in the discharge of the same; and further

Resolved, That the cordial good wishes of this committee are extended to Mr. Foering for his best welfare in whatever sphere of usefulness his future lot may be cast.

Hay amounting to 134,792 tons was exported during 1901, as reported by O. P. Austin, chief of the bureau of statistics; compared with 85,433 tons during 1900.

ASKED AND ANSWERED

RECEIPTS AND EXPORTS OF OATS.

Grain Dealers Journal: Kindly advise us what were the receipts of oats at primary markets and the exports during the last six months of 1901 and of 1900.—Hanna & Leonard, Galveston, Tex.

Ans.—The receipts of oats at the nine primary markets—Chicago, Milwaukee, Minneapolis, Duluth, St. Louis, Toledo, Detroit, Kansas City and Peoria—during the last six months of 1901 aggregated 70,244,636 bushels, against 77,920,882 bushels for the corresponding period of 1900. The exports of oats from the United States during December, 1901, were 884,408 bushels, against 2,243,422 in December, 1900. The exports of oats during the twelve months of 1901 were 25,929,048 bushels, against 32,160,642 and 41,085,122 bushels for 1900 and 1899, respectively.

HAS SHIPPER ANY RIGHTS?

Grain Dealers Journal: I am informed that recently a grain dealer in Illinois on the Illinois Central R. R. had a car of oats loaded on track for two or three days, which he wanted to ship to Chicago, but the railroad company refused billing to Chicago and insisted that the dealer ship his stuff to New Orleans or the south. I understand other dealers have had the same experience. What recourse has a dealer in a case like this?—J. P. M.

Ans. The railroad company has no right to dictate to the shipper where he shall ship his stuff. He should appeal to the Illinois Railroad and Warehouse Commission.

RESPONSIBILITY FOR LOSS IN TRANSIT.

Grain Dealers Journal: In the Jan. 25 issue of the Journal we note on page 63 a communication headed "Who Is Responsible for Loss in Transit?"

It was the duty of the receiver of this grain to have the weigher note on his certificates the condition of the cars as unloaded. This would establish the fact that cars were in bad order (if such were the case). It was further his duty to have a railroad official make a note of the condition of the cars, securing at the time the railroad official's name for reference. An official in this case is understood to be an employe in charge, usually the head of the switching crew. The shipper should then furnish a straight affidavit which could not be torn to pieces on investigation. The weigher should in addition to his certificate of weight furnish an affidavit for his weights. He has now clearly established the shortage and the cause thereof.

Our experience of over thirty-nine years has taught us that a claim in this shape, for the actual loss, can be collected. It takes patience, but most receivers have cultivated an ample amount of that. The great trouble is that some receivers have placed their commissions so low that they cannot afford to give the shipper all that he is entitled to.—Yours truly, Maguire & Co., Cincinnati, Ohio.

REASONS FOR IRREGULAR EXPLOSIONS OF GAS ENGINE.

Grain Dealers Journal: In reply to S. W. S., who asks in the Journal of

Jan. 25 for an explanation of irregular explosions of his engine, we would say the trouble is caused by one of three things, either the amount of gasoline fed to the engine is not sufficient to give the explosions each time, or the electric igniter is not working properly and misses one or two and then gets an overcharge, or the engine is running so hot that it fires its own charges prematurely. It depends upon the engine as to whether it would blow the cylinder head off. It may break the crank shaft; if the cylinder head is not properly put on it will blow it off.—Very respectfully, Backus Water Motor Co., Newark, N. J.

Grain Dealers Journal: The explosions to which S. W. S. refers are caused by faulty action of the igniter. A charge is drawn into the cylinder, and not being fired, it is allowed to escape into the exhaust pipe, and then the next time a regular explosion takes place and the exhaust valve opens it ignites this unburnt charge and spends its energy in the exhaust passages, and, while it is not particularly dangerous, it will give a scare which can be prevented by putting the ignition in shape so that it will ignite every charge that is taken into the cylinder.—Blakeslee Mfg. Co., Birmingham, Ala.

Grain Dealers Journal: I would think the engine was out of time, the cam or gear motion not being properly timed; the valve may not seat properly or may stick. I should first see to the time of the engine, then look to the valves, especially the exhaust valve, which may need regrounding. It might also be advisable to look after the igniter and see if it sparks right and in time. If a hot tube igniter, be sure it fires as the piston starts on the forward motion. If gas mixture is right, igniter is timed properly and a good spark, the trouble will be found in the valves, which I think is the case.

Yes, I know of one case in particular where a gasoline engine blew its cylinder head off, breaking it in four pieces. I would not run the engine in its present condition.—J. D. Lamb, President Clinton Separator and Engine Works, Clinton, Ia.

Grain Dealers Journal: When an engine misses ignitions the fault is more than likely in the igniting device. As electric igniters are most common in use, would say that the first case would more than likely, in that class of igniter, be due to a weakened condition of the battery. Batteries will furnish current anywhere from three months to a year, depending upon the speed of the engine and the character of the igniter. Therefore the battery should be looked to first. If it proves to be strong, giving out its average rate of current which produces a large, hot spark, the next point to examine would be the igniter. First see that it is clean, and that no carbon has accumulated on it. Then notice carefully the timing, as an igniter must be so adjusted that the circuit is closed and held sufficiently long to form a circuit for the current to travel and build up to its full strength, and then when the igniter is suddenly released by the trip the current which has been traveling and is suddenly released will form the necessary spark to ignite the charge. Most electric igniters are a class known as mechanically operated, and can be timed and adjusted as explained.

Of course it would be possible to find a make of engine which was getting an uneven mixture in the cylinder—one which, for instance, would be so poor that it would not fire off even with a hot spark, and due to the irregular quality of the mixture it would be necessary for the engine to draw in several charges before the proper mixture would be formed, and due to the several suction the mixture may have been made too rich, and the explosion which results is a heavy one, and the rapid burning causes the thud which is referred to as seeming likely to blow off the end of the cylinder.

A properly constructed and well-designed engine is made with sufficient safety factor over the rated strength necessary so that there would be no danger of blowing off the head. However, there are many cheap engines that are too lightly constructed, and there would be a chance for the pulling loose of the head.—Fairbanks, Morse & Co., Chicago.

WAS A CONTRACT MADE?

Grain Dealers Journal: I inclose herewith copies of several telegrams and letters relating to a corn deal I had with a track buyer. I claim I did not make a contract with Hanley & Co., because I refused to accept the changed conditions of sale, while they claim that our telegrams consummated a contract. I would like very much to have the opinions of experienced shippers. Our telegrams and letters follow.—C. E. Jones.

Masonville, Ill., Nov. 6, 1901.
Messrs. Hanley & Co., St. Louis, Mo.

Offer five cars three white new, 55 cents; five cars three mixed new, 55 cents. Card terms.
C. E. JONES.

St. Louis, Mo., Nov. 6, 1901.
C. E. Jones, Masonville, Ill.

Accept amount new corn offered at 55 cents and 55 cents.
HANLEY & CO.

St. Louis, Mo., Nov. 6, 1901.
Mr. C. E. Jones, Masonville, Ill.

This confirms purchase of you per wire 11-6 of 2,500 bushels No. 3 or better white corn new at 55c per bushel, track Masonville.

Shipment our routing, 10 days shipment Missouri state inspection; destination weights. Bill all cars S.-O. St. Louis, Mo.
N'TFY HANLEY & CO.

Masonville, Ill., Nov. 6, 1901.
Hanley & Co., St. Louis, Mo.

Dear Sirs:—I herewith return confirmation. These are not in line with my price. I sold you new corn and said card terms. That means November shipment, you say 10 days and you say destination weights, and if I understand that means St. Louis and not Memphis. You also say that not less than 55c per car for sampling and weighing and so on, and that I won't stand at all. I did on our last deals but that is past and gone, and from now on I want a full understanding before I sign again. Yours truly,
C. E. JONES.

P. S.—I sold said corn to Dan'l P. Byrne & Co., thinking you would not accept it on account of confirmation and was afraid you wanted old and price may go lower. Sorry you did not mention either one way or the other.
C. E. J.

Masonville, Ill., Nov. 12, 1901.
Hanley & Co., St. Louis, Mo.

Dear Sirs:—In my recent letter I told you that I sold the corn I offered, to Byrne & Co., that when I received your confirmations they read 10 days' shipment and did not state whether it was new or old, so on the morning when I got your first confirmation I saw how you had them drawn and I had the same bid from Byrne. I at once wired him acceptance as I was in a hurry as the corn was coming in I was afraid of the market. I accepted his card bid which provided for November shipment and so on. At present I have no corn to offer but hope to before long, and if you are in the market for corn let me know and hope in the future we won't have any errors like this. I herewith return the confirmations. Yours very truly,
C. E. JONES.

St. Louis, Mo., Nov. 13, 1901.
Mr. C. E. Jones, Masonville, Ill.

Twelfth we hold you for absolute corn if refuse shipment must buy for your account at market difference. Answer by telegram immediately.
HANLEY & CO.

St. Louis, Mo., Nov. 13, 1901.
Mr. C. E. Jones, Masonville, Ill.

Dear Sir:—We got your letter on the 12th inst. and immediately wired you that we held you for 5,000 bushels. If you refuse shipment must buy on your account at market difference. Answer by telegraph immediately. We are surprised at not hearing from you, as you sold us the corn and we must either ship it or settle. Not hearing from you we conclude you will not ship and if we get any acceptance on our card bids in the morning we will give you the advantage of settling with us on the basis of our bid to-night. If we should not get any acceptance in the morning we will proceed to buy the 5,000 bushels of corn wherever we can get it to the best advantage, charging you with the difference between your contract price and the price we have to pay to get it. Yours truly,
HANLEY & CO.

B.

Masonville, Ill., Nov. 13, 1901.
Hanley & Co., St. Louis, Mo.

Dear Sirs:—I have your wire of even date saying that you will hold me to my offer on corn. On the evening of the 6th I wired you offering you five cars 3 white corn new at 56 cents f. o. b. Masonville, and five cars 3 mixed new corn at 55 cents, card terms, and your card said November shipment on new corn. In reply you accepted my offer. On the 8th I received your confirmations saying 10 days shipment and I immediately returned the confirmations saying I can't accept them as I wanted November days for shipment, and could not accept them for three reasons which I named; you return two confirmations agreeing with me as to the time of shipment; of course the 65c for weighing and inspection, that is on your cards and confirmations. As I told you before I don't consider that I am to blame. I don't think you would have done any different from what I did, as there was a wide difference on our agreement and the blame lies solely with you, and you need not blame any one besides yourselves, and there is no use of coming back at me for your mistakes. On the 9th the bid was 56½ on white and 55½ on 3 corn; if I am in fault it is only as above if anything at all. Very truly yours,
C. E. JONES.

Following letter shows that Hanley & Co. purchased ten cars of corn from Samuels Grain Co. to replace corn I refused to ship:
Kansas City, Mo., Nov. 13, 1901.
Hanley & Co., St. Louis, Mo.

Gentlemen:—This confirms sale to you through your representative, 5 cars No. 3 or better new white corn at 67 cents; 5 cars No. 3 or better new mixed corn at 66 cents per bushel, or 2,500 of each, basis St. Louis, for November shipment, Burlington routing, Missouri state grades, St. Louis weights.

Without different advice we will bill this corn to you at St. Louis and make draft on you there. Yours truly,
SAMUELS GRAIN CO.

St. Louis, Mo., Nov. 29, 1901.
Mr. C. E. Jones, Masonville, Ill.

Dear Sir:—We attach herewith our bill on you for \$295, the amount due us on account of your late default in the matter of 5,000 bushels of corn. Kindly send us your check to balance and very much oblige yours truly,
HANLEY & CO.

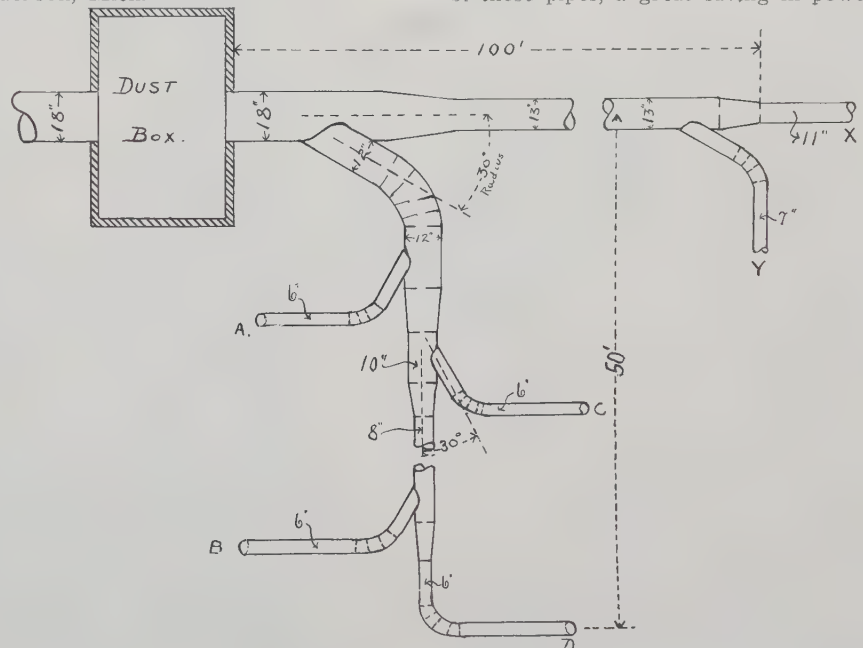
REMEDY FOR CHOKING SPOUT.

Grain Dealers Journal: In regard to the choking dust spout described in the Journal on page 63 of last issue we would say that at the left of the dead air chamber a short section of pipe is shown which it is assumed leads to the inlet at the side of the fan case, and therefore the partial vacuum which is created in the system of pipes must be created thru the room E. If this comparatively large room is not absolutely airtight the fan will get its supply of air partially out of the leaks which will weaken the suction where the 18-inch pipe attaches to the right side of the room.

The whole system of piping as shown

is improperly proportioned and arranged. The pipe B should be 8 inches in diameter instead of 14, and each of the 6-inch pipes which lead down to the floor for sweepers should have a blast gate and only one sweeper be opened at a time. The end of the 8-inch pipe should be tapered down to 5 inches diameter, which end should be left open at all times. The pipe A should be depressed and reduced in diameter to 16 inches at the next joint after the pipe B is attached. Presumably there are a number of other pipes attached to this 100-foot main and without information in relation to all openings in that pipe the correct reductions in diameter cannot be given.

An air current of high velocity used as a medium for conveying any class of material from one point to another is a very sensitive conveying medium and without proper proportions, which can only be given by one skilled in this line, all sorts of trouble will arise.—Yours very truly, The Knickerbocker Co., Jackson, Mich.



Correct Design of Dust Collecting System.

CORRECT DESIGN OF DUST-COLLECTING SYSTEM.

Grain Dealers Journal: A rule well known by all fan manufacturers is to look for the seat of trouble first in the discharge pipe from the fan when the suction pipe chokes up, and if the discharge pipe chokes up to look for the trouble in the suction pipe. This may seem paradoxical, but there is a good reason for it. If the suction pipe is affected, the cause is insufficient quantity of air passing to carry the weight of the material. This may be due to one or more of several things; either there is not enough air admitted to the suction main through its branch connections, or the discharge pipe is proportionately too small for the suction pipe, or it has too many elbows, or the friction is too great for the speed at which the fan is running. Inversely can the same be said if the discharge is affected.

In the case presented in the Journal of the 25th by A Reader, there are a number of causes for his trouble easily seen in the sketch presented, and many more can be readily imagined. Right here we might say in answer to his final

question—that there is no other branch of engineering which demands greater "exactness of construction" to even approximate satisfactory results than the exhaust fan piping system.

A 40-inch fan of most makes has a 16-inch suction inlet, the area of which is 201 square inches, and the inlet and outlet pipes should both be the same size. In the case before us the pipe is 18 inches in diameter with an area of about 27 per cent more than the area of the suction inlet of a 40-inch fan. This may be where a part of the fault lies, and could only be overcome by speeding up the fan, which will, of course, be at the expense of more power.

Taking the pipe at 18 inches in diameter, the proportions of their branches and the angle of their entrance into the main pipe, the sweep of the elbows on both the main and the branches should be as shown on the sketch submitted herewith. If the inlet of the fan is 16 inches in diameter, and it will not be a serious undertaking to change the sizes of these pipes, a great saving in power

can be gained by reducing the main line from 18 to 16 inches; the 13-inch main to 11 inches, and the open end reduced from 11 to 8 inches.

The dust box must be absolutely airtight, as a very small leak will seriously affect the results.

If no other pipes are attached to the end X, leave that end open. Y is the pipe to dust collector.

We would suggest numberless other possible causes, but it is likely the trouble can be located in some of these already enumerated, and can assure Reader that if he will reconstruct his pipe in accordance with the dimensions given on this sketch he will have no trouble in getting satisfactory results.

This work is something that cannot often be handled successfully by a novice. It does not cost very much to put in the piping system right in the first place, but it is very expensive to make it right after it is once up, and it is very costly to try to operate a system that has been incorrectly installed.—Yours truly, American Blower Company, Detroit, Mich.

LETTERS FROM THE TRADE

A SCALE AND WEIGHT INSPECTOR FOR TOLEDO.

Grain Dealers Journal: The Toledo Produce Exchange has engaged a man, who for years has been connected with the Howe Scale Co., for the purpose of overseeing all the scales in the elevators at Toledo, and keeping them in good condition the year around. In addition to seeing that the scales are in perfect order, he will also change about and see that grain is being properly weighed. He is what is called an expert scale man, and this movement on the part of our exchange ought to result in Toledo having all their scales in tip-top order the year around.—J. F. Zahm & Co., Toledo, O.

UTAH SHIPPED OUT TOO CLOSELY.

Grain Dealers Journal: Our surplus wheat was shipped to California, Colorado and Texas. It developed later that more was sent out than could be spared and millers in order to keep their wheels turning secured a special freight rate and shipped in from Oregon at a cost of 90 cents per bushel. Forty cars were sent down, and then it developed the rate on flour was the same as on wheat, and now flour is being offered by the northwestern millers at 25 cents per hundred less than the Utah millers can sell for. They are laboring with the railroad endeavoring to get the flour rate increased.

This state is the center of the alfalfa seed growing district of the United States, if not of the world, as it exports to Germany, France and England as well as the islands in the Pacific ocean. Our alfalfa seed, too, has been shipped out too closely, and now is being shipped in to Utah from the surrounding states.

There are no elevators in Zion; that is, such as are common in the middle states. All our grain is handled in sacks. The outlook for fall wheat, as well as irrigating water, the coming season is not good on account of the scarcity of snow in the mountains. There is much railroad construction work being done and business is good in all lines.

A unique piece of engineering is being undertaken by the Southern Pacific Railroad Company. They have determined to run their road direct west from Ogden across the Great Salt Lake. The roadbed will be built on piles and later, perhaps, filled in. The water is 37 feet deep for a short distance, but averages less than ten feet, we understand.

The promontory range of mountains extends down from the north end of the lake and will have to be built across by this Lucin cut-off and on its shores the company expects to build one of the most attractive resorts. In addition to this saving of 46 miles, they are straightening their road in various quarters, which makes good work here for employment agencies and gangs of men are shipped out daily. Thousands will be employed the coming season.

A large number of people will be seeking homes here and in southern Idaho the coming spring. No one should go through Ogden without stopping to investigate this part of God's footstool.—Blackman & Griffin, Ogden, Utah.

WANTS RECEIVERS TO MAKE SHORTAGES GOOD.

Grain Dealers Journal: I have received a circular "To shippers" sent out by a Toledo firm. We poor country shippers are expected to go on shipping our grain as of old. What about the losses in the past? I for one have never been able to get any satisfaction for shortage, and I suppose I can go on shipping as of old, and if there is again a shortage, take my medicine like a man.

The circular follows:

To Shippers:—

On account of some complaints which have been made in regard to TOLEDO WEIGHTS. The Toledo Produce Exchange

make up for loss of grain which leaks out in transit. If you will co-operate with us in these matters, we are satisfied there will be no JUST CAUSE for complaint of TOLEDO WEIGHTS.

THIS SYSTEM IS EFFECTIVE TODAY—FEBRUARY FIRST.

Yours respectfully,

THE PADDOCK HODGE CO.

This circular states that the weighmen have been placed under "Oath" to render True and Accurate weights. Why has not this been the condition in the past, and why does not a reputable firm make good any loss that the country shipper may have through careless weighing? If I were the only one complaining of short weight, and if it were only on one car that such a thing hap-



E. H. Wolcott, Wolcott, Ind.
President Indiana Grain Dealers' Association.

has, as an extra precaution to prevent errors, instituted a NEW SYSTEM. The weighmen at all elevators have been placed under "OATH" to render TRUE and ACCURATE weights.

A New Office of Scale Inspector has been created. An EXPERT scaleman has been selected for this position. His duties are to make frequent inspections, and not less than once a week, of all ELEVATOR SCALES in the city and will not permit the use of any scales which are found defective or inaccurate.

This New System together with the precautions which have been in effect for some time, ought to insure absolutely "CORRECT WEIGHTS."

We would be glad to have you take special care in weighing your grain shipped to this market and advise us how you weights compare with TOLEDO RETURNS. You must bear in mind that in a great many instances the SHORTAGE occurs in careless loading and DEFECTIVE GRAIN DOORS AND CARS.

You should see that there are no chances for leaks in cars BEFORE loading, and that the GRAIN DOORS are properly MADE AND SECURED.

NO SYSTEM of correct weighing can

pened, then I would not say a word. But when 10 to 15 cars show a shortage, and my neighbor elevators complain of the same treatment, then I am lead to believe that there is something decidedly wrong at headquarters.

I believe that bad cars and leaky grain doors are responsible in many cases for differences in weights. But when the railroads furnish new cars, and double grain doors are used, as I have done, then the report, "Leaky grain doors," is all out of order and only goes to show that some only need a flimsy excuse to take what rightly belongs to country elevator men.

Why is it that I can ship to Terre Haute eight cars and only fall short on the eight seven bushels, and ship to Toledo and average seven bushels shortage on every car? In shipping to Toledo I load directly out of hopper scale into

car, while to ship to Terre Haute I am compelled to wagon across town to another railroad.

It seems that my first letter published created considerable feeling on the part of some houses in Toledo that had handled nothing for me. It behooves all the commission houses in Toledo to see that country elevator men obtain just weights or the first thing they know they will wake up to the fact that some other point is receiving the grain that rightly should be shipped to Toledo. Other receiving points have been damaged in the past by short weights.

As stated in my first letter, Toledo is my easiest market to ship to and get quick returns. But what assurance have I in the future of any better treatment than in the past? If a commission house is not willing to make good past shortages I naturally would expect no favors in the future.

In closing I wish to quote from a letter received from an elevator owner that operates three elevators at three different points in the northern part of Indiana.

"I have found conditions about as you describe them in your communication, shortages running from 5 to 25 bushels each 60,000 capacity car. I find myself compelled to ship to some other market."

Pretty strong letter and evidently written by a man who knows for a certainty that he has been wronged. I have a great many letters that contain information corroborating all that I have written.—Yours most respectfully, M. J. Lee, Attica, Ind.

WHO GETS THE GRAIN SHIPPERS ARE SHORT?

Grain Dealers Journal: I note that M. J. Lee of Attica, Ind., asks other shippers to give their experience with weights at Toledo, thru the columns of the Grain Dealers Journal.

My shipments were weighed on Howe, Buffalo and Fairbanks Hopper Scales, which had been examined and tested by the Panhandle scale expert every year. The cars were of 50,000 and 60,000 pounds capacity, well coopered and with good grain doors. The railroad company claims that the cars were delivered sealed and in good order, and had not been leaking en route. The company would pay no claim. The car numbers, with weights loaded and unloaded, are given herewith:

Car No.	Weight Loaded.	Amount Returned.
6160.....	500.00	475.10
79283.....	846.41	842.30
4283.....	882.53	857.10
78425.....	700.00	692.50
9771.....	813.19	807.10
9191.....	679.09	668.50
11391.....	808.07	799.30
12152.....	644.48	639.30
15331.....	810.36	805.00
7879.....	830.00	827.20

The wheat tested 60 and 62 pounds, was re-cleaned thru a Eureka Double Receiving Smut Separator; and when a sample was shown the Columbus broker who represents the Toledo people, he assured me that this wheat would grade No. 2 in any market; but besides the shortage it was graded No. 3 soft and docked 3 cents.

Mr. Lee should not be too hasty in apologizing. He has an army of friends that are millions short and have no remedy.

Let us speak the truth, no matter in what market we are wronged. Let the commission man, if possible, help us locate the thief, or thieves, or mistakes. It would be a little consolation to know who is the thief, or, in other words, who got the profit. Let us hear from

Hay in Tablet Form.

Army horses in the Philippines and in South Africa, thanks to the invention of an ingenious Yankee, are now enjoying the form, if not the substance, of a kind of confectionery. It is known as a "hay



S. B. Sampson, Cambridge City, Ind.
Sec'y-Treas. Indiana Grain Dealers Association.

others; and will some one answer the following questions:

Who gets this grain that we are short? Certainly not the weighmaster.

Who ever got a shortage in Toledo corrected, outside of a duplicate of it?

Why is it that cars leak so uniformly?

Why is it that a standard scale is never considered correct if weighed on or owned by a shipper?—W. Hardman, Cable, O.

BIG CAR OF OATS AT TOLEDO.

Grain Dealers Journal: In the Grain Dealers Journal of Jan. 25 attention is called to a 2,500-bushel car-load of oats, by the Hartley Grain Co., of Goodland, Ind. We can go them one better, though it is not bad for a good land.

W. W. Gray of Wing, Ill., on Jan. 13 shipped us Eric car No. 68,464, containing 2,544.22 bushels of white natural oats.

Next time he is going to keep the car at home for storage and ship the elevator.—Reynolds Bros., Toledo, O.

Adolph Schmidt, the fugitive director of the bankrupt grain-drying company of Cassel, Germany, has been apprehended at Paris.

The bill creating a department of commerce has passed the Senate. The proposed department is especially charged with the collection and distribution of statistical information, and with the development and fostering of foreign and domestic commerce. In the department there is to be a new bureau of manufactures, and many bureaus now included in other departments are transferred to this new department.

lozenge," and owes its existence to the necessity of providing easy transportation for food in a country where the roads are bad. Hay in bales cannot be carried on horseback, for reasons that need not be mentioned, but the hay lozenge may be readily carried. To make the lozenge, hay is compressed by machinery into disks from twelve to eighteen inches in diameter and two inches in thickness. The disks are packed in rolls just as candy lozenges are, and are hung from the horse's back in slings, one sling on each side. A single disk, when cut open and loosened, makes a "good square meal" for a horse or a mule.

The New South Wales wheat crop of 1901 is estimated by the government statistician at 18,769,000 bushels, a yield better by 2.2 bushels per acre than that of the previous year.

J. Sidney Smith of Kansas City, Mo., who had the oats market cornered, suffered heavy loss by the recent break in the price. Mr. Smith ran the successful deal in September corn in that market.

Don't plunge. Plungers have a rocky road to travel. Ask Phillips, Leiter or any of the young but ambitious plungers that have tried it. All plungers do not trade in millions. The man who takes ten thousand when he can afford to lose on only five, or even the retailer who tries one thousand when he cannot afford to lose are just as great plungers, and generally meet a plunger's fate. That is why we continually cry, Don't speculate unless you can afford to lose. Take only what you can easily protect. Speculating is not a cinch on winning.—C. A. King & Co.

GRAIN CARRIERS.

Lake insurance rates are expected to be the same as last year.

One thousand cars of corn were on track recently at Kansas City, Mo., causing a blockade.



J. W. Sale, Bluffton, Ind.,
Director Indiana Grain Dealers' Association.

Electric locomotives are to tow the boats on the Miami & Erie Canal between Cincinnati and Toledo.

The Des Moines Southern Railroad proposes to build from Des Moines, Ia., to Manchester, Kan., a distance of 293 miles.

The Erie & Western Transit Co., of Buffalo, will build two large steamers for the Lake Superior and Lake Michigan trade.

The grain cargo of the steamer Pere Marquette No. 3 had to be thrown overboard to release it from the bar at Ludington, Mich.

The Santa Fe will build a cut-off in an almost straight line from Cedarvale, Kan., to Paul's Valley, I. T., thru a fertile territory.

The 17 lines composing the Transcontinental Freight Bureau will meet at Portland, Ore., Feb. 18, to consider many questions, some of which will affect grain rates.

Atlantic steamship lines have agreed to advance export rates on grain from $\frac{3}{4}$ to $1\frac{1}{2}$ cents per bushel, and shipments are smaller, exporters preferring to wait in hope of concessions.

The refusal of the Missouri River lines to furnish cars for Kansas City consignments has led many Iowa shippers who had corn sold for that market to consider the propriety of bringing suit against the roads.

The Central Freight Association has agreed that the minimum carload of grain shall be 28,000 pounds in cars marked 26,000, and 35,000 pounds in cars marked 30,000. The agreement is to be ratified at the February meeting of the association.

Grain dealers at Pittsburg, Pa., complain that the Pennsylvania Railroad delays cars and exacts demurrage for the delay caused by itself. The company wants to collect demurrage on cars after they have been ordered out. A com-

mittee of the grain exchange has been appointed to confer with the railroad officials to remedy the injustice.

A car of grain bot by a miller of Winterset, Ia., was delayed on arrival at Des Moines by the refusal of the Northwestern Railroad to turn it over to the Rock Island. The miller was told to transfer the grain to a Rock Island car by shovel, but declined. He complained to the railroad commission, showing that the car had been billed thru, and an order was made requiring the Northwestern to turn over its car to the Rock Island.

W. Seward Webb, of the St. Lawrence & Adirondack Railway, has purchased the Canada Atlantic Railway, thus effecting what will be an important combination, including the large grain steamers of the Canada Atlantic Transit Co., running between Chicago and Depot Harbor, Ont., and the two elevators at Depot Harbor. Grain will be shipped to Montreal and Quebec in summer, and in winter to Boston, over the Boston & Maine Railroad, with which Dr. Webb has made a close arrangement.

A grain dealer at Tracy, Minn., complained that the Northwestern Railroad was ignoring his orders for cars while the line houses were abundantly supplied. Railroad Commissioner Staples visited Tracy and found that none of the other shippers complained of lack of cars. The records showed that they had been liberally supplied, while complainant was short. The commission took the matter up with the operating officials of the railroad, and the shipper was given all the cars he asked for. A few days later the railroad began taking up the side track leading to the complaining shipper's elevator.

Southeastern grain rates are again unsettled. The Frisco system which extends to Birmingham in that direction via Memphis has announced its inten-



J. K. Slack, Muncie, Ind.,
Director Indiana Grain Dealers' Association.

tion of applying on classes C D and F from West Memphis to Birmingham, and other points in the southeast, the rates which apply from Memphis, or in other words, absorbing the 2-cent transfer charge. Lines operating through other gateways to the southeast take exception to this action. A meeting of traffic officials was held recently at St.

Louis, Mo., to wrestle with the problem of readjustment. Rates thru the Ohio River gateways are involved.

The Interstate Commerce Commission, in its report to Congress, Jan. 23, said: We know from repeated complaints received that some one firm or some one individual purchases substantially all the grain which is handled by a given line of railway, and the claim is made, and the inference is almost a necessary one, that this firm or indi-



O. J. Thompson, Kokomo, Ind.,
Director Indiana Grain Dealers' Association.

vidual must receive concessions, which enable it or him to underbid other buyers in the same market. These different lines, in an effort to obtain a share of this business, and to divide it up among different competing routes, deem it necessary to drive out of business the small buyer and to operate through a single large concern. One effect of this is to put the miller out of the market as an independent buyer. At the present time grain and grain products move from points of origin to the seaboard generally upon secret rates. This is entirely true of that portion which is exported, and in the main true of domestic traffic.

An elevator belt in a Michigan mill recently was burned to a crisp while the wood near it was not damaged.

The National Board of Trade has elected Blanchard Randall of Baltimore as president for the ensuing year.

Remind your representatives in Congress that the tax on bucket-shops should be doubled, and no not given to removing the existing tax.

C. A. King & Co. write: February occasionally brings crop scares. Crop is now generally protected. This will make bad crop reports unpopular for a while. Later there may be more freezing and thawing. The actual condition can hardly be determined until spring rains reveal it. Brown tops do not always mean dead roots. Prof. Foster says "freezing and thawing" is on the bill of fare for this month. It may not do much harm, but if it scares the shorts it would help some. Shorts make the most anxious buyers when they become frightened. Blank cartridges scare them as much as the real thing.

SUITS AND DECISIONS

The Globe Elevator Co., Waukesha, Wis., has brot suit against J. C. Thomas, its manager, to recover \$1,600 an alleged shortage in his accounts.

J. J. Houghland has brot suit against



Cloyd Loughry, Monticello, Ind.,
Director Indiana Grain Dealers' Association.

Ware & Leland, grain commission merchants of Chicago, to recover \$109,950, on account of losses in speculation.

Ralph G. Risser of Kankakee, Ill., has recovered judgment for \$350 against C. J. Meyer & Co., of Peotone, Ill., for failure to deliver the full amount of grain contracted for.

Geo. T. Honstain, elevator builder of Minneapolis, Minn., has been given a decision in his favor by the Minnesota supreme court in the suit brot against him by Henry Voight.

An oil milling firm of Amsterdam, Holland, has obtained judgment for \$3,000 against the Seaboard Grain & Export Co., of Duluth, Minn., for failure to ship a quantity of flaxseed.

J. B. Walton & Son, grain dealers of Mayview, Ill., have brot suit against Chas. Baird, a farmer, to recover \$46 damages for failure to deliver 500 bushels of corn sold at 50 cents a bushel.

The supreme court of the United States has sustained the Kentucky court in sentencing the Louisville & Nashville Railroad Co., to a fine of \$300 for violating the long and short haul law of that state.

Principal is bound by the acts of an agent within the limit of his apparent authority, if the other party has no reason to question his authority.—Principal cannot retain the fruits of an agent's contract, and repudiate the agreement itself.—Plano Mfg. Co. v. Nordstrom, Supreme Court of Nebraska, 88 N. W. 165.

A contract between a common carrier and shipper, limiting the liability of the former for loss of or damage to the subject of carriage to an arbitrary sum of money not fixed with reference to the agreed actual or maximum value of the property, is an unlawful limitation of liability.—Ullman v. C. & N. W. Ry. Co.,

Supreme Court of Wisconsin, 88 N. W. 42.

The Kansas supreme court decided Jan. 11, that the owners of a public warehouse are not responsible for loss by fire where no negligence on their part is shown. The suit was brot by Mary Teetors against C. L. & W. R. Moses, whose elevator in Barton county was burned. The decision of the lower court in favor of the owner of the grain was reversed by the supreme court.

Where defendant contended that its liability was limited by a contract contained in a bill of lading, the questions of the plaintiff's assent thereto, and of the defendant's negligence, were questions of fact, which, having been determined adversely to defendant by the trial and appellate courts, cannot be considered on appeal to the supreme court.—Chicago & N. W. Ry. Co. v. Calumet Stock Farm, Supreme Court of Illinois, 61 N. E. 1095.

A shipment of rice was made from Liverpool under bills of lading requiring it to be transported to New York, and there delivered to W. & Co., and by them to be transhipped by a designated line of steamers, and delivered to the consignee in Havana. W. & Co. received the rice, and contracted with a lighterage company to transfer the same to the Havana steamer. That company chartered a lighter, together with a lighterman, who was furnished by the owner, and who engaged the stevedores and superintended the work. Through his negligence the lighter was so loaded as to be top-heavy, and when discharging capsized, and the greater part of the rice was lost. Held, that W. & Co., the lighterage company and the owner of the lighter were each liable for the loss.—W. & Co., on their contract to safely transship, the lighterage company on its undertaking as carrier to lighter the goods, and make proper delivery, and the owner of the lighter for the negligence of his servant, and its obligation to indemnify the lighterage company as



J. C. Gordon, Argos, Ind.,
Director Indiana Grain Dealers' Association.

carrier; on which ground it was cited into the cause as defendant by W. & Co., under the fifty-ninth rule.—Smith v. Booth, et al., 110 Fed. Rep. 680.

Illinois Valley Meeting.

The regular monthly meeting of the Illinois Valley Grain Dealers Association was called to order in the parlors of the Columbia Hotel, Streator, Thursday evening, January 30. The minutes of the last meeting were read and approved. There were but few complaints made, and the territory covered by the association was found to be in a harmonious condition.

W. M. Hirschy, traveling representative for the association, tendered his resignation, stating that he had accepted a position with E. W. Wagner of Chicago, to represent him on the road.

The members expressed their regret at having to lose the services of Mr. Hirschy, for his work in the interests of the association had been more than satisfactory. Thru his efforts many new members joined the association and many grievances were settled.

Geo. Beyer of DePue was appointed to succeed Mr. Hirschy.

Three new members were enrolled—



Jas. Wellington, Anderson, Ind.,
Vice-Pres. Indiana Grain Dealers' Association.

J. P. Mackenzie of the Great Western Cereal Co., Chicago; Merritt Bros., Garfield; W. B. Ellsworth, LaSalle.

This was one of the largest meetings the association has held, there being about 55 dealers in attendance.

Most of the dealers paid their yearly dues.

It was moved and carried that the next meeting be held at the Harrison House, LaSalle, Feb. 27.

The meeting then adjourned.

Argentina's minister of agriculture is devising more exact methods of collecting crop statistics, the inaccuracy of the present system being notorious.

The East Coast Milling Co. has been incorporated, with \$9,000,000 capital stock, to operate the 27 mills of the Eastern Milling and Export Co., as well as the new 5,000-barrel mill being erected at Philadelphia, Pa. A steel tank elevator with capacity for 600,000 bushels will be constructed at Philadelphia. The officers of the company are: Samuel T. Kerr, president; Andrew J. Toomey, vice president; D. R. Locher, treasurer, and Charles K. Hannan, general manager.

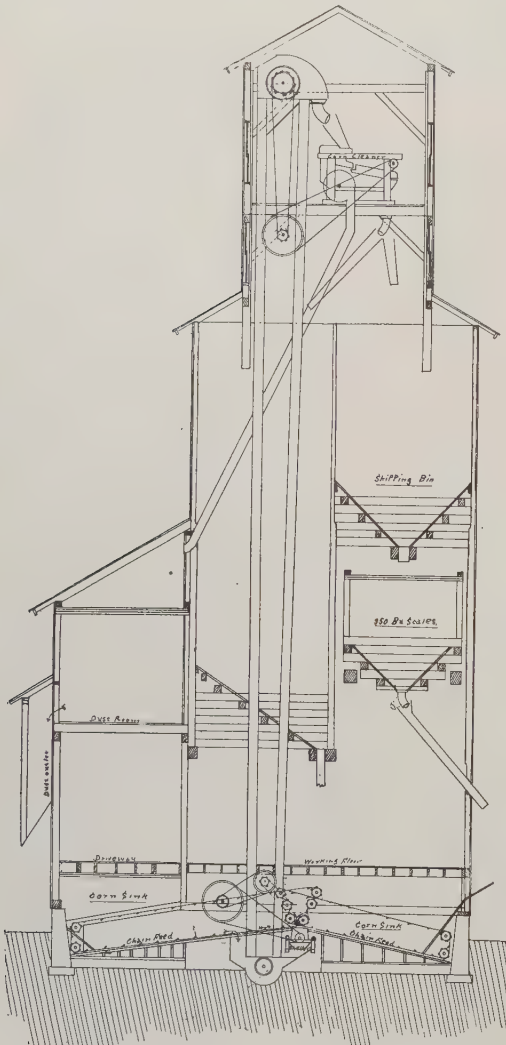
Plan of Country Elevator.

The Princeton Elevator Co. has rebuilt its elevator at Princeton, Ind., with many improvements over the plant which was burned Feb. 4, 1901. The advantages of

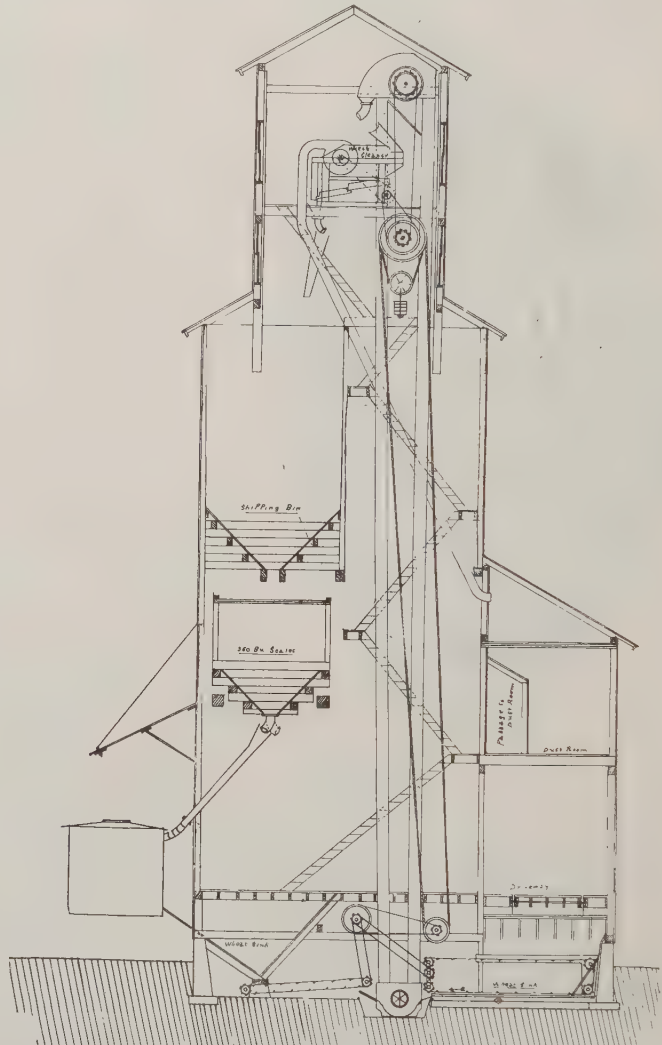
dianapolis, which company also furnished the plans reproduced herewith.

The building is 36x76 feet, and 79 feet from ground to roof. A stone foundation supports the cribbed walls, composed of 2x8, 2x6 and 2x4 inch material. Corn or

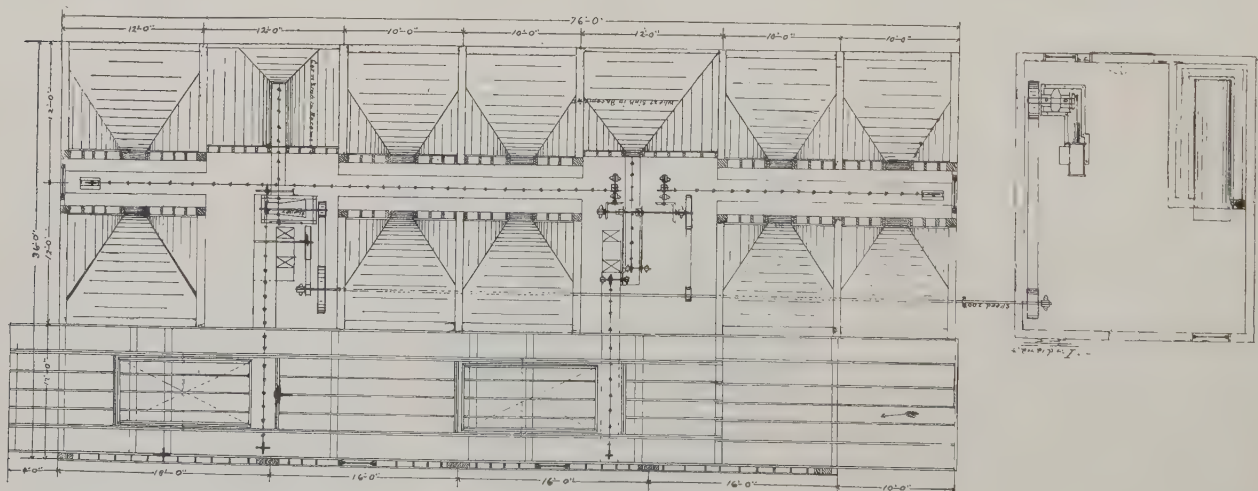
building. A two-story extension along nearly the whole of one side contains two cob rooms, dust room and screenings bin, as well as the driveway and the two wagon dumps with their corn and oat sinks. From these and the car sinks grain is



End Section Through Corn Handling Machinery.



End Section Through Wheat Handling Machinery.



Ground Plan of Grain Elevator of Princeton Elevator Co., Princeton, Ind.

the location in the southwestern part of the state, on Evansville & Terre Haute and Louisville, Evansville & St. Louis railways, led Mr. H. E. Agar, president of the company, to decide promptly on rebuilding, and the contract was let in early spring to the Reliance Mfg. Co. of In-

small grain may be taken from cars or wagons and shelled or cleaned. The power is steam.

The house is long and narrow, with a single row of bins along each side, discharging through their hopper bottoms into a chain drag running the length of the

handled to the sheller or direct to elevator boots by drag chains.

One of the elevators discharges into a corn cleaner, the other into a separator, both on the second floor of the cupola, from which the waste of each machine is spouted to cob, dust or screenings rooms

over the driveway, while the clean grain goes either to bins or to the two shipping bins and their corresponding 350-bushel hopper scales. A spout from the scales terminates in a flexible car-loading spout.

Power is transmitted from the adjacent engine house by shaft, and thence to the various machines by belt, but the drive to cupola counter-shaft is by rope. A stairway makes easy the ascent to the cupola. Rain or snow is kept out of cars and

Proposed Change in Iowa's Landlord Lien Law.

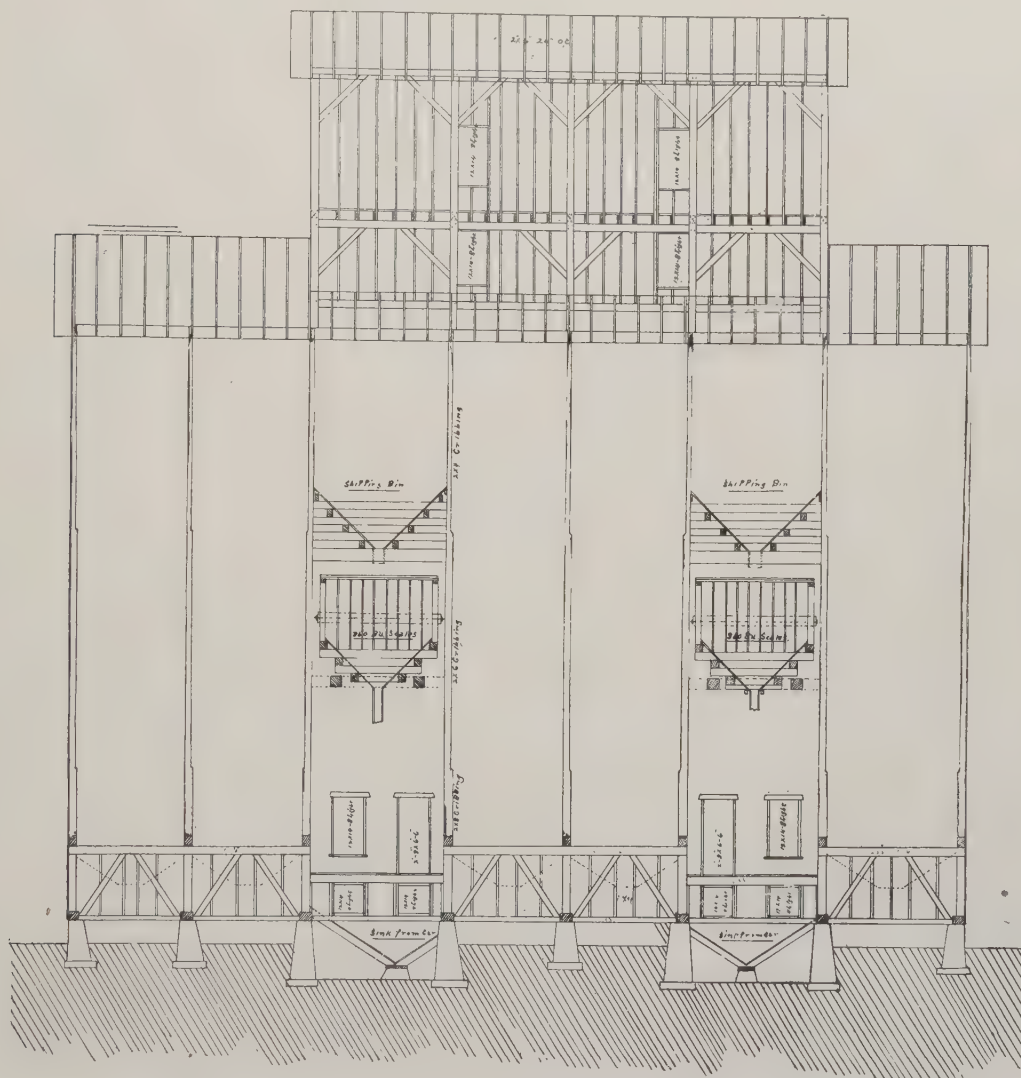
The regular grain dealers of the country are slowly awakening to the fact that they have been working for landlords all these years, simply because the owners of farming lands were shrewd enuf to get into the state legislature and help to enact laws requiring grain buyers to

support of every regular dealer of the Hawkeye State. As introduced the bill reads as follows:

A BILL

For an act making it a crime to sell property upon which there is a landlord's lien for the rent, without the written consent of the landlord, and fixing the penalty therefor.

Be it enacted by the General Assembly of the State of Iowa:



Side Elevation of Elevator of Princeton Elevator Co., Princeton, Ind.

sinks by a shed projecting over the loading track.

McLane, Swift & Co., Battle Creek, Mich., write: Please discontinue our advertisement for help wanted, as we have received numerous applications and secured a man to fill the position.

Grain bags, of American or foreign manufacture, may, on the affidavit of the master, be considered part of a vessel's equipment, if retained on board or under the supervision of a customs officer on permit for landing temporarily, and, as such, free of duty. Under this section the Treasury Department has just decided that grain bags exported containing feed to be used by cattle on the voyage, and returned empty in bales, but which were not in any sense owned by the reimporting vessel, or used on her voyage, or in any way identified with her appliances, are not part of her equipment.

guarantee the payment of rents of tenants whose grain they bot.

Indiana as well as Iowa dealers have recently had a few of these purse-bleeding experiences and are determined to obtain relief from the unjust law. The Iowa law is the worst of any of the grain surplus states, but its early repeal seems certain. The Iowa Grain Dealers Association and the Grain Dealers' Union of Southwestern Iowa are both working for the enactment of a new law which will place the burden of selling the landlord's grain entirely upon the tenant, who is the only wrong-doer in such transactions. Heretofore the only one made to suffer has been the grain buyer, who has not knowingly or willingly assisted the tenant in defrauding the landlord.

The bill introduced in the lower house of the Iowa Legislature places the burden of the crime upon the real offender. It deserves the prompt and energetic

Section 1. If any tenant of farm lands shall, with intent to defraud, sell, conceal, or in any manner dispose of any of the grain, or other annual products thereof upon which there is a landlord's lien for unpaid rent, without the written consent of the landlord, he shall be guilty of larceny and punished accordingly.

Sec. 2. The payment of the rent for the lands upon which such grain or other annual products were raised at or before the time the same falls due, shall be a bar to any prosecution under section one (1) hereof.

The Glucose Sugar Refining Co., Illinois Sugar Refining Co., Chas. Pope Glucose Co., National Starch Co., and the New York Glucose Co. have been united into one company with \$80,000,000 capital stock. Important economies in the manufacture and distribution of the products will be effected.

GRAIN TRADE NEWS.

CANADA.

The Farmers Elevator at Carnduff, Assa., has nearly been completed.

The Northern Elevator Co., it is said, will erect an elevator at Saltcoats, Assa.

The Dominion Elevator Co. is enlarging its elevator at Indian Head, Assa.

The call board will be reestablished by the grain section of the Toronto Board of Trade.

A grain elevator of 30,000 bushels capacity will be erected at Regina, Assa., by the farmers.

The Toronto Board of Trade will request the railroad company to arrange for the weighing of grain in transit.

We are indebted to Chas. N. Bell, secretary, for a copy of the annual report of the Winnipeg Grain and Produce Exchange.

A. B. Wolvin has accepted the elevator site offered by the harbor commissioners of Montreal, Que., and will erect a plant costing \$1,300,000.

The Western Elevator Co., Ltd., with headquarters at Winnipeg, is now operating the elevator at Pilot Butte, Man., as the successors of Baker & Reid.

The Wapella Elevator Co., Wapella, Can., is receiving bids for the construction of a 35,000-bushel elevator at that place. Wm. Logan is secretary of the company.

The Hargrave Farmers Elevator Co. has been formed to buy the elevator of the late Mr. Holmes at Hargrave, Man., or to erect a new house of 50,000 bushels capacity.

A 25,000-bushel grain elevator is to be erected in connection with a new flour mill at Prince Albert, Canada, by the Prince Albert Elevator Co., of which W. T. Gilmer is president.

Ethel, the daughter of W. D. Matthews, grain dealer at Toronto, Ont., was married recently to Jack Ross of Montreal. Each of the young people was presented with \$1,000,000.

A. Laycock, grain dealer at Foxwarren, Man., will erect an elevator with the aid of 40 farmers who will take \$50 in stock in return for a guarantee of 1,000 bushels' storage each year.

G. B. Anderson, Indian Head, Assa., writes: Joseph Glenn is building a 35,000-bushel elevator. G. G. Elliott, late agent for Ogilvie Milling Co., is manager for Mr. Glenn, who is a new dealer at Indian Head.

The Manitoba legislature recently considered amendments which the Dominion government will be requested to engraft on the Manitoba Grain Act with a view to making it easier for farmers to ship their own grain.

Canadian farmers will be sent one sample of the following crops for seed, on application to Wm. Saunders, director of Experimental Farms, Ottawa, Ont.: Oats, spring wheat, barley, field peas, indian corn and potatoes.

John Shanks, Pettapiece, Man., Feb. 4: Crops good; wheat average 28 bushels per acre, 90 per cent grades No. 1 hard. Oats 45 bushels per acre, good milling quality, average weight per bush-

el 44 pounds. Amount to be marketed here this season, 250,000 bushels.

Insurance agents have refused to increase the risks carried on grain stored in the large elevators at Fort William, Ont., and grain dealers are loud in their complaints. While unwilling to add to their lines in elevators A, B and C, the companies are eager to take risks on the remaining space in the steel tank elevator.

Jos. G. King, who operates the cleaning elevator at Port Arthur, Ont., is arranging for the construction of a 1,000,000-bushel elevator at Fort William. He says: All the elevators are filled and farmers have no means of getting their crops to market. This is a condition which must and will be remedied at once. There will be tremendous activity in elevator construction during the next few years and there is every reason to believe that the dimensions of the work will be greater than at present anticipated because of the great influx of farmers from the northwestern states.

CHICAGO.

Memberships in the Board of Trade are selling at \$4,300.

The loss on the burned elevator of the American Malting Co. has been adjusted at 77 per cent.

A plan is on foot to prohibit corporations from being members of the Board of Trade clearing house.

Oliver Harrison Lee, who became a member of the Board of Trade in 1860, died Jan. 30, at Elmhurst.

W. J. Byrnes' grain elevator at 32d street was completely destroyed by fire Feb. 9, with a quantity of hay and feed. Loss, \$50,000.

Traffic between the grain elevators on the Calumet River at Chicago is facilitated by the completion of the Calumet Western Railroad.

Geo. W. Peavey has applied for the transfer of the Board of Trade membership of his father, the late F. H. Peavey, to himself.

Edward Fleming, a pioneer grain dealer of Chicago, died Feb. 2. He was 21 years of age when he went from Ireland to Chicago in 1850.

All grain and flaxseed loaded into or out of regular elevators at Chicago must be weighed by the Board of Trade weighmaster after March 1.

The Glucose Sugar Refining Co. on Feb. 1 declared the regular quarterly dividends of $1\frac{3}{4}$ per cent on the preferred and 1 per cent on the common stock.

An order authorizing George W. Dixon, receiver for the Silver Flake Cereal Company, to lease the property of the company has been entered by Judge Horton.

The committee on violation of rules has decided that it is contrary to the rules for the members of the Board of Trade to give away presents to their customers.

Harris, Gates & Co. will be the name of the new firm composed of J. F. Harris, Chas. G. Gates and Samuel C. Scot-

ten, which on March 1 will succeed J. F. Harris & Co.

The special meeting of the council committee held to consider the proposal to prohibit the erection of the new elevator of H. Mueller & Co. shelved the ordinance.

The Chicago Railway Terminal Elevator Co. has a surplus of cash on hand which will be invested in its own issue of bonds. Offers of bonds will be considered until Feb. 24.

Receipts of grain at Chicago by rail and water during 1901 were 51,198,000 bushels wheat, 84,137,000 bushels corn, 99,632,000 bushels oats, 3,244,000 bushels rye, and 15,997,000 bushels barley.

Finley Barrell has brot suit for an injunction to restrain Allen C. Rous from using or disposing of the Board of Trade membership held by him, but alleged to be the property of Barrell.

Geo. W. Kerr has opened offices at 4 Rialto building, Chicago, and will carry on a grain commission business. Mr. Kerr, who has many friends in the trade, was formerly connected with Charles D. Snow & Co.

The Board of Trade committee which has been investigating the methods of Geo. H. Phillips and the causes leading up to his failure has reported his books in excellent condition and that no evidence of private speculation by him was found.

W. R. Mumford Co., Chicago, has discontinued its hay-receiving business. C. W. Heltz, who has been in charge of this department for the Mumford Co. for the last eight years, has taken over the business and will continue it under the firm name of C. W. Heltz & Co.

The Chicago grain inspection department had a surplus of over \$51,000 when the inspection fees were advanced, yet it did not occur to its manager that the expenditures could be reduced to a figure near the receipts; that the office force of the registration and inspection departments could be cut down to actual needs.

ILLINOIS.

Oliver Bell is managing the elevator at Howard, Ill.

Mr. Ballard has discontinued the grain business at Peru, Ill.

C. E. Davis is sole proprietor of the Davis Elevator at Cadwell, Ill.

Banker & Collins have bot the elevator of Mr. Clevenger at Bondville, Ill.

M. L. Smith has leased the elevator of M. C. Woodworth at Winchester, Ill.

Mr. Wheeler of Casey, Ia., has bot the elevator at Melvin, Ill., of Chas. W. Starz.

A new grain firm will build an elevator at Ulrich, Ill., on the site of the old dump.

Frank Hall & Co.'s grain elevator at Wyoming, Ill., was burned Jan. 30. Loss, \$6,000.

C. A. Davis has bot the elevator at Williamsburg and dump at Lovington, Ill., of E. W. Davis.

Jas. Mahon of Mansfield, Ill., has bot the interest of J. W. Robertson in the grain elevator.

Geo. Beach is operating the elevator at Pontiac, Ill., for Rogers, Bacon & Co., of Chicago.

O. L. Brining, grain dealer at Le Roy, Ill., denies the newspaper reports that he has sold out.

Farmers residing between Woodhull and Galva contemplate erecting an elevator at Nekoma, Ill.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

A. M. Blythe has been appointed manager of the branch at Gays, Ill., for the Mattoon Elevator Co.

Jos. Crego, for many years in the grain business, died at Bloomington, Ill., recently, aged 86 years.

H. D. Wagner, mayor of Hinckley, Ill., has sold his elevator, lumber and coal yards to a syndicate.

Abraham L. Current has sold his farm for \$14,000 and will engage in the grain business at Oakwood, Ill.

The Rock Island Railroad has built a 60,000-bushel elevator at Stockdale, Ill., for the storage of feed.

J. E. Hawthorne, Cooksville, Ill., is sending his friends a calendar with a good picture of his new elevator.

The elevators at Nokomis, Ill., of the Planters Compress Co. were burned Jan. 21. Loss, \$20,000; partly insured.

C. J. Meyer of Peotone, Ill., will erect an elevator of about 40,000 bushels capacity at Peotone in the near future.

E. W. Wagner of Chicago has let the contract for a 25,000-bushel elevator at Brisbane, Ill., to the Younglove & Bog-gess Co.

Chas. Faith, grain dealer at Warrensburg, Ill., has recovered from the injuries sustained by the fall of a trap door upon his leg.

Ream & Kelso have purchased of Rogers, Bacon & Co. the elevator at Lottant, Ill., which the latter had just bot of Bell Bros.

The Standard Milling Co. has let the contract for the construction of its elevator at Alton, Ill., to the Barnard & Leas Mfg. Co.

John and Charles Dailey have purchased a site for a grain elevator at Philo, Ill., and will soon erect a house with a capacity of 50,000 bushels.

W. A. Williamson of Saunemin, Ill., has rebuilt his elevator and put in a complete equipment of new machinery. The house has 40,000 bushels capacity.

Henry J. Ruckrigel of Dunaway, Ruckrigel & Co., grain dealers of Ottawa, Ill., was married Jan. 22 to Miss Clara J. Burke of a well-known Ottawa family.

Gulshen & Craven have succeeded Bartley Gulshen in the grain and tile business at Odell, Ill., Michael H. Craven having purchased a half interest of Mr. Gulshen.

Best Bros. of Palmer, Ill., expect to enlarge their elevator by putting in 50 feet more dumping capacity this spring, which will make their storage capacity 30,000 bushels.

Jacobs & Brauer, grain dealers at San Jose, Ill., have improved their plant by adding an office room, and will put in a gasoline engine. The steam boiler and engine will be discarded.

P. L. Tuson of Pierson has bot the grain business of C. E. Davis at Cherterville, Ill., and will build a new elevator there in the spring. H. R. Alexander will have charge of affairs.

O. C. Benson of Fairmount, Ill., will build an engine house at his Catlin elevator, 40x40 feet, and put in a steam engine of 30-h. p. and a 40-h. p. Atlas boiler in place of the gasoline engine.

Wm. Wheeler of Casey, Ia., and C. A. Berry have formed a partnership as Wheeler & Berry to conduct the grain business at Melvin, Ill., where they have

purchased the elevator of W. F. Starz.

Fire at Cushman, Ill., on the night of Jan. 16, destroyed the elevator of J. T. Rickett, with 10,000 bushels of corn. A hot-box is supposed to have started the fire. It is said Mr. Rickett will rebuild.

Tyler, Harney & Co. have been incorporated at Decatur, Ill., to conduct a brokerage business. Capital stock, \$10,000; incorporators, Carney T. Harney, Barton S. Tyler and Thomas A. Bone.

The Smith-Hippen Co. of Pekin, Ill., will erect an elevator of 25,000 bushels capacity on the Illinois River at Spring Bay, in Woodford county. The contract has been let to the Younglove & Bog-gess Co.

Noble Bros. of Foosland, Ill., are installing a new 12-h. p. Fairbanks-Morse Gasoline Engine in their elevator at that place, and will place the old engine in the elevator at Dickerson, Ill., which they purchased of E. C. Sale, Champaign, Ill.

William Holly, formerly with R. Unsicker of Peru, Ill., has formed a partnership with Frank F. Ladd of Peru, and will operate an elevator under the name of the Peru Elevator Co. They are building an addition to their elevator for the manufacture of fertilizing specialties.

Thieves contrive to steal grain from cars at Peoria, Ill., despite the vigilance of the Board of Trade. As an aid to detect the rascals President Gift and Secretary Grier have posted a reward of \$50 for the arrest and conviction of any one pilfering grain.

G. S. Tarbox, Arcola, Ill., Jan. 28: Over one-half Indian corn out of country. No corn selling. Farmers will not sell on present market. Very few large lots, in strong holders' hands. It will take 65 cents to move corn left. Southern markets for feeders on plantations are paying over the market and getting the corn.

W. M. Hirschy, who used to be in the grain business at Spring Valley, Ill., and of late traveling representative for the Illinois Valley Grain Dealers Association, has resigned and gone on the road to represent E. W. Wagner in northern Illinois. Mr. Hirschy has moved his family to Chicago, where he will make his headquarters.

The Central Illinois Grain Dealers Association, at its February meeting, at Peoria, Ill., passed resolutions regretting "that J. M. Murray & Son of Eureka and Secor have sold their elevators at said points, and that the senior member of the firm is to retire permanently from business on March 1, after having been engaged actively in the grain trade at these points for more than forty years, during all of which time his integrity and financial standing have been of the highest. He is now to take a well-earned rest from the business cares which he has shouldered for so many years, and we extend to him our best wishes for that rest during his declining years, which his energy and ability have so well earned, and we trust to soon see the junior member of the firm again in our midst as an active grain dealer."

INDIANA.

The P. L. Bishop Grain Co. has succeeded Bishop & Droggo at Auburn, Ind.

C. Cunningham, Terhune, Ind.: I would be lost without the Grain Dealers Journal.

A. J. Ralph has disposed of his grain business at Dana, Ind., and removed to Indianapolis.

Bert Miller of Frankfort has leased for 10 months the elevator at Flora, Ind., of S. W. Smelcer.

James MacNamee of Lake Cicott, Ind., has sold his elevator to F. M. Million of Burnettsville.

W. L. Kidder & Sons, millers of Terre Haute, Ind., failed recently with liabilities aggregating \$90,000.

The capacity of the 150,000-bushel elevator at Lawrenceburg, Ind., will be doubled by the Lawrenceburg Roller Mill Co.

The West Point Elevator at Odell, Ind., has been purchased by W. B. Foresman and Bennett Taylor of South Raub, Ind.

H. W. Charles, Spiceland, Ind., Feb. 3: Wheat reported damaged by dry weather and freezing. Snow now protects it, and we should have an average crop.

O. W. Loeffler, Ft. Branch, Ind., Jan. 23: Growing wheat looking bad and very poor prospects for ordinary crop. About half crop oats will be sowed. Large acreage of corn to be put in.

Smith, Tapp & White, Spencer, Ind., Jan. 30: Our wheat crop is damaged badly by dry weather. We have had two failures in succession. We have plenty of corn. The river bottom did splendidly.

A conflagration at Wolcott, Ind., on the morning of Jan. 29, destroyed 15 buildings, including two elevators and E. H. Wolcott's bank. Loss, \$75,000. The elevators were operated by Lude-man & Walter.

The Logan Milling Co., Obenchain & Boyer, have rebuilt their burned plant at Logansport, Ind., for the manufacture of chemical fire engines, and state that they are out of the grain and milling business for good. They are not interested in the bids with which their mail is burdened.

Geo. P. Dykeman has been a scoop shovel operator at Anoka, Ind. The bids he receives are of little use to him, as he practically stopped shipping a few years ago, and they are shown to farmers. A correspondent in the last issue of the Journal erroneously stated that Dykeman was the only dealer, whereas he has never been anything but a scooper.

The elevator at Lake Cicott, Ind., was purchased by F. M. Million and not by Marion Million as stated in the Journal. The business will be conducted under the name of Million & Million at Lake Cicott and at Burnettsville, Ind., where Floyd Million owns the elevator. The elevator at the lake will be overhauled and equipped with new machinery and new power plant.

Fire at Altamont, a suburb of Lafayette, Ind., on the night of Jan. 27, totally destroyed the 180,000-bushel elevator of the Lafayette Mill & Elevator Co., a company in which Samuel Born & Sons were the principal stockholders. The house was filled with corn and oats. Loss on grain, machinery and building, \$150,000; insurance on grain, \$110,000; on building, \$18,000.

The Central Grain & Stock Exchange of Hammond, Ind., writes as follows: "Mr. O. H. Rabe, for many years central traffic inspector of freight rates, has taken charge of the carlot shipping department with the Central Grain & Stock Exchange of Hammond, Ind. A more competent man could not have been engaged, nor could they have se-

cured one more familiar with the railway grain rates, to all points east and south. This company has purchased from the Commercial Club of Hammond, Ind., seven acres of ground adjacent to the M. C. R. R. and the Chicago Junction Belt Line R. R., and also located on the Calumet river. On this tract of land their new large steel elevator will be located, details of which will be given later."

INDIANA LETTER.

Feb. 6, 1902.

On Tuesday, Jan. 28th, a meeting of the Central Indiana Division of the G. D. N. A. was held in the Murdock Hotel, at Logansport, with about 20 members present. This division transferred as a body into the state association 48 paid members, together with \$2.50 to credit of each; total, \$120.85. One member who had paid to the National and 5 in arrears, making 54 in all.

Thomas Morrison was present, and the first thing he did was to "square" himself with Frederick Landis, candidate for Congressman in that district. Before he left he had it all fixed for the good of the order. All present were enthusiastic in their desire to make the state association a success.

Thursday, Jan. 30, the State Line Association held a meeting at Connersville in the McFarlan Hotel. All present favored joining the state association, but definite action was deferred until they could confer with some absent members. Mr. H. Gardner is president and resides at Cottage Grove, Mr. Thos. McCoy of Liberty is secretary.

Tuesday, Feb. 4th, a meeting of the Joint Associations of Rush, Shelby and Decatur Counties was held in the Windsor Hotel, but owing to the extreme cold weather the attendance was small. The unanimous sentiment was in favor of the State Association, those present joining and volunteering to induce the absent ones, who were members of the local, to do likewise in time, to get into the charter membership list.

Thursday, Feb. 6, 1902, a meeting of the Northeastern Indiana Division was held in the Randall at Ft. Wayne, and this division was merged into the state organization. Several new members enrolled, and an interest aroused that had heretofore been unknown in this section, which, if followed out as indicated, will harmonize all dealers in the locality and get the non-members actively interested in the work. We look to this section to become as strong and harmonious as some of the already enthusiastic sections. Mr. H. L. Combs is chairman of the division and Mr. E. M. Wasmuth secretary. All dealers not identified should communicate with these gentlemen or the State Secretary at once, and enter into the spirit of the work.

The same day the Northwestern Ohio and Northeastern Indiana Grain Dealers met at the same place. This is an independent organization and has been successfully operating for more than a year. The meeting held Thursday was its annual meeting and the members elected officers, brought their wives, sisters and sweethearts, and held a banquet at 9 p. m., to which Secretary S. B. Sampson of the Indiana Grain Dealers Association was the guest of honor.

Covers were laid for 75 people, and the banquet began promptly at 9 p. m. Mr. H. C. Tinkham, Latty, O., the president of the organization, was the toastmaster of the banquet, and the evening's program included toasts from the following gentlemen: Mr. Maurice Nie-

zer, of Monroeville, Ind., spoke on the subject of "Our Anniversary"; Mr. B. Herzer, of Paulding, O., addressed the banqueters on "Our Relation One to Another;" Mr. Dale McMillen, of Van Wert, O., spoke on "The Grain Trade," and Mr. Wm. Green, of Cecil, O., gave a talk on "How to Treat Your Opponent."

The reception committee included Mrs. Greene, Mrs. Rossell, Mr. E. L. Carroll and Mr. A. P. Dull.

Shober's orchestra furnished the music for the occasion.

The excellent menu was served in sumptuous style by the management of the Randall.

The feeling of friendship, brotherly love and harmony was so prominent that you could not help thinking that almost anyone present would have deemed this impossible over a year ago. It illustrated very forcibly what can be accomplished by organization, determination and persistence. This example is one all dealers in the state can profitably look up to and imitate. The toastmaster honored the Indiana Grain Dealers Association by asking Secretary Sampson to address the banqueters, and he made a few impromptu remarks about the grain dealers and association work from the national, through the state, and by the local.

The banquet and program were completed about midnight and all left feeling that they had been benefited, especially the ladies, who were an exceptionally pretty representation of the fair sex in the counties represented. They all were convinced that the grain dealers meetings were not for the purpose of getting away from home for a frolic, but for the betterment of the grain business.

The officers elected for the ensuing year are E. L. Carroll, president, Decatur, Ind.; Menno Yaggy, secretary, Woodburn, Ind.; A. P. Dull, treasurer, Rockford, O. Board of managers: M. C. Niezer, Monroeville, Ind.; E. G. Egley, Berne, Ind.; Chas. Herzer, Paulding, O.

Wm. Green of Cecil, O., was retained as adjuster, subject to call, at \$3 per day.

Mr. James W. Sale of Bluffton, who was an unsuspecting victim to the landlord lien law, to the tune of \$118, has decided this is very unjust, and is now a candidate for joint senator in his district, with the purpose of repealing or amending this law so that the grain dealer will be protected. Every dealer in his district owes him his moral support, as by so doing he will protect his own interest.

Grain dealers of Indiana, now is the time to interview your candidates for senate and house of representatives and get their expressed obligation should they be elected. If they are for your protection, work for them regardless of party lines; if against you, fight them to the end. If you won't protect yourselves you don't deserve protection.

Any information regarding irregular dealers will be gladly received by the secretary of the Indiana Grain Dealers Association—S. B. Sampson, Cambridge City, Ind. Better join the association, if you have not already done so.

S. Bash & Co., of Ft. Wayne, know the inside of the landlord lien law. They ought to, \$58.

The Witmer Grain Co., located on the new branch of the Wabash at Grabill, Ind., is building a new modern elevator of 12,000 bu. capacity, with all the latest improved machinery, also the necessary coal and hay sheds. The own-

ers are not new in the business, but this is a new town. Messrs. Jos. Grabill, Jos. Witmer, C. G. Egley and Albert Egley comprise the firm. Their present P. O. address is Harlan.

Calvin V. Beltz, proprietor of the Tippecanoe Steam Elevator of Tippecanoe, reports that he is about to complete the sale of his entire interest and for the present remove from the state. Sorry to see you go, Mr. Beltz, and hope you will soon return.

Price & Murphy, Farmers' Station and Henderson; Murphy & Ryburn, also P. S. Daubinspect, of Glenwood, are scoop shovelers.

The Connersville Milling Co. of Connersville, has discontinued business. Its building has been converted into an overall factory.

H. D. Connor of Nelstown has been dead about a year and has been succeeded by Geo. Cain, who is doing a scoop-shovel business.

G. I. Clark is a regular dealer at Carthage and Farmington.

The Western Indiana Division of the G. D. N. A. has been transferred entire to the State Association. Push the work along as we want to surprise the other states, who have been calling us slow.

Remember the I. G. D. A. are going to organize a Mutual Ins. Co. We want your assistance. P. O. F.

IOWA.

George Patten is now grain buyer at Robertson, Ia.

At Galt, Ia., a new elevator will be built by Johnson & Finch.

Hulshizer & Co.'s new elevator at Hamburg, Ia., will soon be completed.

L. Everingham & Co. of Chicago are fitting up an elevator at Donnellson, Ia.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

Joe Hansen of Mapleton, Ia., has put a 12-h. p. engine and a corn grinder in his elevator at Turin, Ia.

Mr. Carden has erected an addition to his elevator at Oskaloosa, Ia., where he will establish his feed mill.

B. C. Ragan has completed a new 20,000-bushel elevator at Elliott, Ia., in place of one burned Dec. 5.

R. C. Dugan has succeeded F. Southwick as manager of the Northern Grain Co.'s elevator at Renwick, Ia.

The Alton Milling Co., of Alton, Ia., has purchased the plant of the Douglass Elevator at Sioux Rapids, Ia.

M. C. Ott, Wilton, Ia., has sold his coal business to Dick McSwiggin, and will devote his entire time to the grain trade.

The gasoline engine in the elevator of the Trans-Mississippi Grain Company at Salix, Ia., will be replaced by a steam engine.

J. M. Johnson, manager of the elevator at Kelly, Ia., has connected his residence and the elevator by an independent telephone.

Geo. Clark, formerly in charge of the Standard Grain Co.'s elevator at Cleg-horn, Ia., is now conducting its business at Alta, Ia.

About March 1 a new elevator will be commenced at Grand Mound, Clinton Co., Ia., by the Wells-Hord Grain Co. of Central City, Neb.

A. E. Brown is rebuilding his elevator at Manson, Ia., which was burned a few months ago. A new gasoline engine will be installed.

Christie & Sherret, Wiota, Ia., Jan. 24: A fair movement so far this month but think it is largely over for some time to come. No corn in cribs at station.

The new elevator at Lawton, Ia., for the Trans-Mississippi Grain Co., erected by Younglove & Boggess Co., will be equipped with a 6-inch, 10-duct Hall Distributor.

A grain elevator will be erected at Ferguson, Ia., by O. P. Beale & Co. Business connected with the elevator called N. S. Beale of the firm to Chicago recently.

John Swecker has bot the grain business and residence of Thomas Dixon, at Hartwick, Ia., and will take possession March 1. Mr. Dixon has not yet decided where he will go.

The elevator at Meservy, Ia., of the St. Paul & Kansas City Grain Co., was burned Feb. 3, with 6,000 bushels of grain. The fire is said to have been caused by the gasoline engine. Loss, \$8,000.

Thru an oversight the fact that the Younglove & Boggess Co. had erected the new elevator for J. W. Smith at Lamoni, Ia., was omitted from the illustrated description in the Journal for Dec. 25.

The St. Paul & Kansas City Grain Co. has closed its house at Marshalltown, Ia., and A. L. Cox, formerly employed, has accepted a position as manager with the Nye & Schneider Co. at Eagle Grove, Ia.

I. E. Jackson of Springville has purchased of M. E. Miner of Cedar Rapids, Ia., the elevator at that place and the grain houses, at Walford, Fairfax, Covington and Maxwell, Ia., on the Milwaukee road.

Wm. Wykle's elevator at Stuart, Ia., was burned on the morning of Jan. 30, together with 5,000 bushels of grain. Loss on building, \$7,000; on grain, \$3,000. Insurance, \$3,000 on elevator and \$2,000 on contents.

A. P. Fellingham of West Side, Ia., writes: So little grain is shipped from this place that if it were not for the coal trade I should not be here. Only seven cars of grain were shipped from here this season and corn is constantly being shipped in for feed.

H. Wetzel, Minburn, Ia.: Everything very quiet in this locality. No grain in county to move out. Feeders have bot about all the corn that was for sale here and have paid from 5c to 6c over market price. Oats have all been shipped out of the county.

What has become of the Grain Dealers Association of Southeastern Iowa? Good territory for work. What is wrong? Secretary E. L. McClurkin of Morning Sun should not be permitted to forget the needed amendment to the Landlord and Tenant law.

C. C. Buck, Toledo, Ia., whose advertisement of two elevators for sale was inserted in the Grain Dealers Journal of Jan. 25, writes: Please stop ads. of my elevators for sale, as I sold them to-day, Feb. 6. The party saw the ad. in the Journal, and came and looked the elevators over, and bot them at my price.

Induce your representatives in the state legislature to support the bill which makes it a crime to sell grain upon which there is a landlord's lien. Of course, if you prefer to guarantee tenants' rent, if you enjoy paying for grain a second time, let your representatives vote without knowledge of your interest in the

bill, which is published elsewhere in this number.

Sanford Shearer, agent for the B. A. Lockwood Grain Co., Gilbert Station, Ia., Jan., 30: Considerable oats yet to come to market. Corn is being held for higher prices. The soft weather of the past has been a great saving of corn. About eight inches of snow covers the ground now and bids fair for plenty of moisture for spring opening. Stock of all kinds and grades is being pushed on the market.

E. F. Cazalet, Vinton, Ia., writes: I had an order to buy 5,000 bushels old corn to-day, Feb. 7, and I didn't buy one bushel. However, my bids were 1½ cents above Chicago. I bid 55 cents here, and every one had corn, but they wanted 60 cents. The price is too high to buy corn. If it was 35 cents per bushel lower there would be lots of corn for sale; 25 cents is the price farmers like to sell at, it figures so easy, 4 bushels for \$1.

The Clinton Grain Co. has begun operating its new cleaning house at Clinton, Ia., work on which was begun four months ago. Grain will be handled from the company's line of elevators on the B. C. R. & N. Railroad at Dinsdale, Buffalo Center, Crystal Lake, Woden and Rake, and on the St. Paul at Elburn. K. K. Liquin is president and general manager, making his home at Clinton. N. D. Patterson, of Clinton, is secretary. F. D. Austin, of Chicago, the vice-president, is a member of the firm of Scribner, Crighton & Co., and looks after the company's Chicago business. C. E. Holcomb is treasurer. He makes his headquarters in Buffalo Center and attends to the country business. The Clinton Grain Co. is in touch with the markets at all times, being the private wire correspondent of the Weare Commission Co. of Chicago.

Representative J. T. Willett of Oto says: There seems to be more complaint about the landlord lien act than anything else. It appears to me to be unjust and I believe it should be changed. Under the present statute the rents called for in the lease constitute a lien and a tenant cannot sell to even an innocent purchaser without that purchaser being liable to the landlord, if the rent should not have been paid. I might ask you, if I were a renter, to sell my wheat for me. You sell the wheat and pay me the money, and then the landlord may force the party I sold the wheat to return it to him. I know I have collected considerable sums through my bank at Oto for just this purpose. In one instance, an elevator man sent to a landlord having a number of tenants and asked for a list of his renters that he might know not to buy from them. The landlord refused to give the list, saying he might forget some name and that he would then be the loser. There doesn't seem to be much justice in that. The elevator interests are very anxious for a change. It seems to me the difficulty might be avoided by requiring that leases be recorded; then an innocent purchaser would not be liable to be deceived.

IOWA LETTER.

The winter wheat district of Iowa is rejoicing over the fall of about eight inches of snow in the last two weeks. The crop needed the moisture and now is in the best possible shape. It will also be a help in putting the soil in good

shape for spring sowing and plowing.

Mat Webersch, employed in J. P. Brucher's elevator at Remsen, had a narrow escape from death. While passing a shaft the tail of his coat was caught and wound up on the shaft. Webersch caught hold of a post and the coat tore off about the time the engine was stopped by others.

A quarrel between Earnest White, buyer for H. Nothem & Co. of Remsen, and a farmer named Mullong, terminated in the justice court. In a discussion of grain values the farmer called White a thief and other insulting names, and the grain buyer lost his self-control and used a little physical force on Mullong's face. He paid his fine.

Senator Hogue of Monona county is doing a little investigating in the state legislature regarding the alleged discrimination of the railroads in furnishing cars. He says in his own county there are constant protests that the private grain shipper cannot get cars, while the line companies get all they ask. He is drafting amendments that will provide specific and severe penalties for failure to furnish cars when they are wanted, or at least for discrimination in the matter.

J. R. Hartman, manager of the Schmidt Elevator Co. at Lavinia, has returned from Kentucky with his bride and commenced housekeeping.

Carey Williams, manager for the St. Paul & Kansas City Grain Co. at Dalton, prevented a serious fire and possible loss of life by his timely action. One of his children tipped over a lamp in an upstairs bed room and Mr. Williams rushed upstairs at its frightened call. He seized the burning lamp and threw it out of the window, incurring some severe burns on his hands.—W. B. B.

KANSAS.

Madison, Kan., proposes to build an elevator.

The Santa Fe Elevator at Solomon, Kan., will be completely overhauled.

C. D. Briggs has been appointed assistant grain inspector at Atchison, Kan.

Read A Defense of the Legitimate Dealer, by Colonel Browne of Hiawatha, in this number.

The Geo. A. Adams Grain Co., of Kansas City, Mo., has established a branch at Leavenworth, Kan.

The Kansas Grain Dealers Association will hold its annual meeting at Topeka, Kan., Mar. 18 and 19.

A farmers' elevator is to be erected at Darlow, Kan., by F. D. Hornbaker, Franklin McMurray and others.

The Salina Mill & Elevator Co., Salina, Kan., has installed a new gasoline engine in its elevator at Bridgeport, Kan.

Subscriptions have been received for \$30,000 of the \$100,000 needed to erect the proposed 1,000,000-bushel elevator at Wichita, Kan.

H. A. Wynn, Perth, Kan., expects to enlarge his house this spring and install some new machinery if crop prospects are good.

The Western Grain & Storage Co., Wichita, Kan., has leased an additional building in which to handle corn, oats, hay and field seeds.

S. A. Flenner and P. J. Stoddard are effecting a settlement with the insurance companies with a view to rebuild-

ing the burned elevator and mill at Abilene, Kan.

Geo. Hall, grain dealer of Blackstone, Kan., while hunting, Feb. 1, was accidentally shot. He was borne to his home and lived several hours. He was married and left five children.

The Farmers' Elevator Co. of Niles, Kan., has about completed an elevator costing \$4,000. Wm. Sullivan is president of the company, M. P. Sullivan treasurer, and F. Garten, secretary.

Wm. G. Vogelgesang, Walker, Kan., Jan. 25: Wheat is unhurt here. Two inches of snow fell this morning. High prices do not seem to tempt farmers here, all of them being firm believers in higher prices for wheat.

J. F. Hollinshead, Caldwell, Kan., Feb. 5: Not much doing just now in the grain business; farmers holding for a little better price. The growing crop is promising, except soft wheat, which has been badly injured.

W. W. Smith, Holyrood, Kan., Feb. 4: The long drouth in October, November, December and up to Jan. 20 hurt the plant badly; not a bit of moisture in the sub-soil and two inches of snow that covers the wheat is not going to amount to much in the way of relieving the situation. Unless we get rain the latter part of this month and especially through March, we may safely figure on a very light crop of wheat, as the plant is badly hurt. The amount of wheat in farmers' hands from the best information is about 25 per cent of the '01 crop and at least 5 per cent of that will be fed, as there is no corn in the county. Should the outlook in March be bad 10 per cent of the 25 per cent will be held over. So the surplus in central Kansas is not worrying the farmer. I don't look for any movement of wheat before April unless the market should go several cents higher, for the wheat that is being held is in hands that don't have to sell.

KANSAS LETTER.

W. W. Moffitt of Savonburg, Kan., has returned from an extended visit throughout the east.

A new feed mill and elevator has recently been erected at Burlingame, Kansas, by Mr. E. G. Crum.

A. F. Sherman of the Sherman-Webb Grain Co. of Topeka, Kan., has made a short business trip to Enid, O. T.

L. Cortelyou of Muscotah, Kan., made a trip to Kansas City last week, remaining the greater part of the week.

J. H. Claussen, who is engaged in the grain business at Wilson, Kan., is making an extended visit to Tampa, Florida.

G. K. McProud of South Haven, Kan., has been disabled for some time with rheumatism, but is considerably improved at this time.

The Claflin Elevator Co. of Claflin, Kan., has erected a new gasoline engine power elevator at Olmitz, Kan., and have commenced operations.

J. F. Flinn of the T. L. Ewan Grain Co., of Kansas City, Mo., formerly in the employ of the Capitol Elevator Co., of Topeka, Kan., was married recently at St. Joseph, Mo.

J. Fulcomer of J. Fulcomer & Son, in the grain business at Belleville, Kan., who, accompanied by his wife, has been spending the winter in Florida, will return about April 1.

The annual meeting of the Kansas Grain Dealers Association will be held

at Topeka, Kan., in the Council Chambers of the Auditorium, March 18 and 19. A good attendance and an interesting meeting is anticipated.

J. E. Wilcox of Bancroft, Kan., is no longer operating his elevator at Kelly, Kan., and possession has now been taken by Mr. Cole, formerly engaged in the grain business at Bern, Kansas. Mr. Cole was succeeded in the business at Bern by W. H. Fluke of Whiting, Kan.

The Bennett Commission Co., C. W. Hoyt, J. G. West & Co., Norton Grain Co., Sherman-Webb Grain Co., and E. J. Smiley, secretary of the Kansas Grain Dealers Association, will, after March 1, occupy rooms on the fourth floor of the Crawford building, Topeka, Kan. It is the intention of the brokers of Topeka to make arrangements with Kansas City and Chicago parties to receive the continuous market on this floor. As soon as these arrangements are made the Topeka brokers will be better able to entertain their country friends and customers.—A. M. D.

MICHIGAN.

Read letter of Eli Wise, Paw Paw, in last number.

At Deerfield, Mich., a new elevator will be erected by Messrs. Weisinger & Munson.

A new elevator of 40,000 bushels capacity comes with the railroad to Sanilac Center, Mich.

Would you join a state association of grain dealers? Let us have your views in the matter.

E. S. Houghtaling, Hart, Mich., Jan. 30: The winter thus far has been favorable to grain and I think it is doing well.

Michigan dealers need a state association. The regular trade of other states has profited by it. Why is Michigan so slow?

The feed barn at Oakley, Mich., recently occupied by John Douglas, is being equipped with feed mills by Fauntley Snapp.

E. S. Houghtaling, Hart, Mich., will enlarge his elevator in the spring, put in a larger gasoline engine of 10-h. p., and add a feed mill.

Burglars entered the elevator of Hart Bros. at Montrose, Mich., Jan. 27, and blew open the safe. Their labors, however, were unrewarded.

Richmond & Hause, Clinton, Mich., Feb. 1: Wheat acreage small. Conditions of growing crop good, covered with snow since about Dec. 1.

S. W. Mayer, Holt, Mich., Feb. 2: Wheat crop went into the winter in fairly good condition. Snow has covered the ground for two months and is still on. Several cars of corn were shipped from here this year. Other years from five to ten have been shipped in from the west.

MICHIGAN LETTER.

An \$8,000 flour mill will be erected by the business men of McBain, Mich.

The bean market is lower: Quotations are \$1.60 per bushel, f.o. b. Grand Rapids, Mich.

Farmers in the vicinity of Niles, Mich., are snowbound, and are unable to market grain.

Detroit millers are paying 90 cents for good milling wheat, and find it hard to get enough.

Rogers' bean picking plant and eleva-

tor at Alpena, Mich., began operations Feb. 10 with 100 pickers at work.

The Coldwater Cereal Co. has been organized at Coldwater, Mich., with \$500,000 capital stock and E. E. Palmer as president.

Michigan wheat is protected by an ample covering of snow. For the first week of February very little wheat has left first hands. Altho roads are in good condition farmers are still holding off in anticipation of higher prices.

Watson & Frost, whose elevator at Grand Rapids, Mich., was burned several weeks ago, have purchased another site on which to erect an elevator of 12,000 bushels capacity and with a switch on the Pere Marquette Railroad. The machinery will include mills for graham flour and bolted meal. The firm's loss by the fire was more than \$14,000, with only \$5,000 insurance.—W. S. R.

MINNESOTA.

F. G. Kelley is the agent in charge of the new elevator at Manley, Minn.

Memberships in the Minneapolis Chamber of Commerce are selling at \$2,200.

The Duluth Board of Trade has begun making quotations on Manitoba bonded wheat.

The Gee Grain Co., Minneapolis, Minn., is installing additional machinery in its feed mill.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

Hubbard & Palmer Co., intends to put in a new weighing scale in the elevator at Truman, Minn.

Jas. Kelly, of Clara City, Minn., is charged by the Northwestern Elevator Co. with having embezzled \$615.

Chas. F. Deaver, the efficient cashier of F. H. Peavey & Co. at Minneapolis, Minn., has been admitted into partnership.

The Independent Elevator Co., of Minneapolis, Minn., has placed Chas. Owen in charge of a new office at Duluth, Minn.

A Hall Grain Distributor will be installed in the new elevator of Nye & Schneider Co., at Welcome, Minn., built by Younglove & Bogges Co.

B. C. Phipps & Co., Hanley Falls, Minn., have put in a No. 9 Clipper Cleaner and repaired the elevator, which is now in first-class shape.

Harry M. Case, Minneapolis, Minn., writes: Business is not overly rushing in grain circles at present. Next month will see a general movement of stored grain.

President John Washburn of the Minneapolis Chamber of Commerce says: The chamber is in the bucket-shop fight to stay, and the shops will have the fight of their lives very shortly.

G. A. Swan of Albert Lea, Minn., will remodel the warehouse which he recently purchased of C. Luesman, to an up-to-date elevator for handling grain of all kinds.

Wm. F. Bevers & Son have purchased the old Barteau & Thompson elevator site at Zumbrota, Minn., and will commence the erection of a storehouse thereon, 30x80 feet.

Thos. Gribben of New Ulm and H. Harris of Vesta, Minn., have purchased the A. L. Foster elevator at Vesta, Minn. Consideration, \$4,500. The new firm will take possession Mar. 1, 1902.

The Duluth Board of Trade has sold its unissued memberships at \$500, the demand being caused by the plan of the Board to limit the number to 200, and to hold the last 25 memberships for \$1,000.

A. C. Ridenour, Steen, Minn., writes: Sage Bros. of Beaver Creek, Minn., have purchased the elevator of Wright & Munson, located on the Illinois Central at Hills, Minn., and will take possession March 1.

The Minnesota Railroad Commission and the Minneapolis Chamber of Commerce are preparing an ordinance to be passed by the city council to prohibit unauthorized persons from entering grain cars, ostensibly to sweep, actually to steal.

W. N. Bickley, Kinbrae, Minn., Feb. 7: Cold weather now, but it has been very mild this winter. Not much grain coming in, most shipped; think less than 20 per cent left in Minnesota. A good crop of corn last year, but the big price in December took nearly all.

A correspondent at Albert Lea, Minn., writes, Feb. 3: Very little coarse grain is being marketed here this season on account of the dry weather. Corn and oats are very scarce. The local market is higher than Minneapolis. Oats are bringing 42c and 48c; corn, 60c.

J. F. Whallon, of Whallon, Case & Co., Minneapolis, Minn., was married Jan. 23 to Miss Louise Eustis at the Church of the Redeemer in the presence of 1,000 guests. After receiving the congratulations of their many friends, Mr. and Mrs. Whallon departed for California.

Peter Beck's grain elevator at Lake City, Minn., was burned on the night of Jan. 29, with 8,000 bushels of barley, 2,000 bushels of timothy seed and flax, and some wheat. Loss on building, \$6,000, on grain \$8,000; insurance, \$4,000, evenly divided between building and contents.

H. H. Fuller, Truman, Minn., Jan. 31: Trade is very light at present in the grain business. The wheat is nearly all marketed. More corn has been sold this year than ever before on account of the high prices. Hogs and cattle are being sold very low on account of feed being high.

The receivers of the St. Paul & Kansas City Grain Co. have been authorized to sell the Interstate Elevators on the Great Western and the Willmar & Sioux Falls, at 13 Iowa stations and Waltham, Lyle and Mayville, Minn., to Pease Bros., of Des Moines, Ia., for the sum of \$33,800.

President John Washburn of the Chamber of Commerce gave a dinner at the Minneapolis Club, Jan. 22, to the directors and former officers of the Chamber. Toasts were responded to by Charles M. Harrington, L. R. Brooks, J. H. Martin, Frank Greenleaf, James Marshall and Colonel G. D. Rogers.

The newly elected officers of the Duluth Board of Trade are: Ward Ames, president; E. N. Bradley, vice-president; George S. Barnes, Jr., Theo. Gibson, B. E. Baker, directors; G. G. Barnum, T. J. C. Fagg, W. S. Moore, board of arbitration; J. H. Barnes, F. E. Lindahl, committee on appeals; J. F. McCarthy, J. T. Hickman, A. M. Prime, A. W. Frick, Donald Morrison, committee on inspection.

W. H. Chambers of Chicago has been appointed general manager of the Peavey Elevator Co., Minneapolis, Minn., as the successor of F. B. Wells, who will take an active part in the work of F. H. Peavey & Co., Mr. Chambers has been grain buyer on the Chicago Board of Trade for the Peavey Grain Co. for the past three years, and for one year was employed by the same interests at Omaha, Neb.

B. C. Phipps, Hanley Falls, Minn., Feb. 1: The crop here was not as large as last year and of poorer quality. Wheat grading No. 2 and No. 3, the bulk of it No. 3. Prospects are that more flax, oats and barley will be sowed this spring and less wheat. More corn will also be planted. Weather has been very mild this winter and almost no snow. Farmers are anxious for more snow as they think it will be too dry for grain to do well unless we get more moisture.

The tax commission has reported a bill to the Minnesota legislature providing for the assessment of grain in terminal elevators at full value. The grain section of the new tax code will be fought by P. B. Smith, C. M. Harrington and other elevator proprietors of Minneapolis. Their taxes would be more than quadrupled. The tax would fall on grain stored for local consumption by flour and oil mills, grain in transit being exempt from taxation under decisions of the courts.

MISSOURI.

E. D. Russell, East Prairie, Mo., says: I miss the Journal as much as I would a meal.

The Brinson-Judd Grain Co., of St. Louis, Mo., has purchased the flour mill at Seneca, Mo.

E. D. Russell, East Prairie, Mo., Jan. 27: Wheat looks fine, corn selling 65 cents, shelled, but little moving.

The St. Louis east-bound freight committee proposes to publish all rates, including cut rates. That is right.

M. S. Hardisty, Camden Point, Mo., Feb. 4: The winter wheat crop is larger here than usual, but was probably hurt some by dry weather in December and early January.

The St. Louis Merchants Exchange contemplates following the example of the New York Produce Exchange, in making No. 2 hard winter wheat a regular delivery on contract.

An issue of 100 shares of stock is contemplated by the clearing house of the Kansas City Board of Trade, each stockholder being given the right to purchase an additional share at \$175.

The Grain Dealers Union of Southwest Iowa and Northwest Missouri expects to hold its annual meeting at the Grand Hotel, Council Bluffs, Ia., Friday, March 21, at 1:30 p. m. Afternoon session only.

Erskine Russell of the Russell Grain Co., has purchased the membership of S. M. Cook in the Kansas City Board of Trade, paying therefor the record price of \$2,300, exclusive of the transfer fee of \$50.

Burks Bros., Centralia, Mo.: Wheat is looking very well. Large corn crop will be planted. The acreage of oats will be small, seed being high. Not nearly as much grass and clover being sowed as in former years.

W. P. Trickett, commissioner of the Kansas City Transportation Bureau, is preparing a formal complaint to the

Interstate Commerce Commission against the railroad exaction of 1 to 3 cents per bushel on grain stopped at Kansas City.

The Buschman-Cave Commission Co. of St. Louis, Mo., has not been succeeded by the Buschman-Mueller Commission Co., as stated in the Journal. The only recent change in the firm is the sale by A. H. Buschman of a share of stock, and his withdrawal does not affect the standing of the firm.

McCarty & Lewis, Clarence, Mo., have an elevator of 20,000 bushels capacity with lower floor for work floor; Marseilles Sheller, three-roll Case Mill for making grits and graham, a Bowsher mill for chopped feed; a No. 1 Clipper Cleaner for seed cleaning; the Howe Scale with wagon dump, and a 16-h. p. Fairbanks-Morse Gasoline Engine. It is as complete a little plant as can be found on the Burlington.

NEBRASKA.

J. W. Hynes will repair his elevator at Cook, Neb., on the U. P. R. R.

T. L. Cornell, formerly agent for Thos. Cochran, Violet, Neb., is dead.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

H. H. Bartling, Jr., Julian, Neb., Feb. 1: Lots of snow and wheat in good shape. Larger acreage than last year.

H. H. Bartling has placed a new 4-h. p. gasoline engine in his elevator at Paul, Neb., in place of steam power.

Geo. E. Smith, agent for Jones Grain Co., Julian, Neb., has recovered the use of his eyes sufficiently to report for duty again.

Kyd & Co.'s new elevator at Pawnee City, Neb., has been completed and placed in charge of T. J. Harvey, late of Geneva, Neb.

The January snowstorm was of great benefit to the winter wheat in Nebraska, which before the precipitation, was suffering thru exposure.

J. F. Shawl, Bancroft, Neb., writes: The Holmquist Grain & Lumber Co. will build a 40,000-bushel cribbed elevator at Bancroft the coming summer.

The Wright & Spahr Co. has been incorporated at Fairmont, Neb., to deal in grain. Capital stock, \$20,000; incorporators, Thos. M. Wright and Elmer E. Spahr.

Holland Bros.' elevator at Bellwood, Neb., was burned Feb. 1, with 10,000 bushels of grain. Loss on contents, \$6,000; insurance, \$5,000; loss on building, \$5,000; insurance, \$3,000.

R. C. Myers, Johnson, Neb., Jan. 31: The wheat looks fine in this territory. Lots of snow and a large amount of wheat. The weather has been fine for the wheat so far. There is considerable wheat in the hands of the farmers yet, but not much corn.

Nebraska grain shippers who were enabled to sell to Denver and points west by routing over the Omaha road have been squeezed by the unexpected order of the Union Pacific stopping the running of its freights over the Norfolk and Sioux City line of that road. Corn had been bot at Hoskins, Winside, Wayne and Wakefield for shipment to the Colorado feeders at several cents above the Minneapolis basis, which difference is now a dead loss, especially with the stiff grading of the northern market to satisfy.

NEBRASKA LETTER.

A. F. Steinhausen has succeeded Gingery & Son at Rokeby.

The Nebraska Grain Dealers Association has during the past week held meetings at Sioux City and Norfolk.

Wells, Abbott & Nieman of Schuyler have leased the elevator formerly operated by H. E. Fonda & Bro., at Genoa.

Jas. Bell and L. Spelts, who operate elevators at David City on the Union Pacific and B. & M. railroads respectively, were recently elected members of the directory of the Commercial Club of David City.

S. J. Brown, who travels for the Trans-Mississippi Grain Co., of Omaha, has purchased the elevator formerly operated by Peterson Bros. at Fremont. Mr. Brown will put an agent in charge and continue in his present position.—M. E. F.

NEW ENGLAND.

A grain elevator is being erected at Marlboro, Mass. G. H. Bixby has the contract.

Milton O. Dalton has been promoted to the position of senior deputy grain inspector for the Boston Chamber of Commerce.

Walter A. Penfield, representative at Boston, Mass., of a New York grain exporter, has engaged in the grain brokerage business on his own account.

The Boston Chamber of Commerce has elected Wm. H. Lincoln, president; Geo. H. Leonard, first vice-president; Leroy S. Brown, second vice-president; and Chas. P. Washburn, R. E. Burnett, Jerome Jones and Herbert B. Griffin, directors for three years.

Timothy W. Millay, grain dealer of Bowdoinham, Me., who recently went into bankruptcy, testified that he had lost \$1,072 from his pocket while going to Portland to settle with his creditors. The court thought he lied and put him in jail for contempt.

NEW YORK.

L. L. Milliman, grain dealer and miller, Middleville, N. Y., died suddenly Jan. 22.

The Buffalo Merchants' Exchange will give a banquet to its members, numbering over 1,000.

The American Farmer Co. of Coxsackie, N. Y., is building an elevator, warehouse and mill.

A. Montgomery, Jr., and Harry B. Day have formed a partnership at New York, N. Y., to conduct a grain commission business.

The Buffalo Merchants' Exchange contemplates establishing a market for future trading in grain, and a committee has been appointed to make arrangements.

Fire at Lafargeville, N. Y., on the night of Jan. 18, destroyed the feed mill of F. A. Devendorf and the warehouses of B. J. & L. S. Strough. Loss on buildings, \$5,500, on oats and hay, \$11,400.

The New York Produce Exchange has voted in favor of the proposition to cancel memberships by purchase at public or private sale. The price of memberships has advanced from \$60 to \$300.

D. Gibbs & Son, Saratoga Springs, N. Y., Feb. 3: The corn crop was comparatively large in this section the past season. Oats, small crop and light. Large crop of buckwheat and a fair amount of rye.

As finally adopted the change in the rule making hard winter wheat deliverable on New York Produce Exchange contracts provides for a discount of 2 cents. Trading began Feb. 1 under the new conditions.

BUFFALO LETTER.

The Buffalo maltsters appear to have made peace with their men and are feeling comfortable, so that they are planning for a banquet soon.

It is "no cars" with a vengeance now in grain or any trade. The shortage was becoming less till the great blizzard came and then everything stopped.

As its new mill (a fine four story brick structure on the Lake Shore tracks) approaches completion the Buffalo Cereal Company is contemplating an enlargement of its offices and a removal to the Board of Trade building.

The report of Chief Inspector Shanahan of the amount of grain inspected for January gives 2,146 cars on track and 1,053 cars out of elevator, a total of 3,199 cars. The great part of this was corn. This is in excess of 100 cars a day for every day in the month.

Still no increase in the supply of winter wheat. Every effort is made to substitute spring in place of it, the wide difference in price, now about 10 cents a bushel—No. 1 northern spring selling at 82 cents and No. 1 white winter at 92—aiding in the effort. Some days there are no track offerings of winter wheat.

The Merchants' Exchange has a new set of grain grades formulated and will pass on them in a few days. It is claimed that the present grades are somewhat antiquated and that they were gotten up by millers and do not cover the range. Conformity with the rules at other grain centers is aimed at. For instance, the amber wheat grade is to be dropped and the red wheat grades are conformed to include it.

Holders of spring wheat are putting the limit price up too sharply for comfort. It is now 2 cents under New York May in store. Although about 3,300,000 bushels of Duluth spring is here, much more than our dealers can sell before May, it is plain that they have a tip that most of the holding, which is controlled by New York carriers, will not be offered for sale here, or at least will be offered elsewhere freely. Some weeks over 400,000 bushels of it is shipped out.

The close season, with heavy snow continuous since the setting in of cold weather is very favorable to the winter wheat crop. Western New York farmers do not seem to have been frightened over the failure of last year's crop from the Hessian fly, but sowed an average acreage. As this section is estimated to raise about 7,500,000 bushels of winter wheat, mostly white, in a year and a state entomologist has lately reported that the fly ate up \$3,000,000 worth of last year's crop, it is easy to see what havoc was created.—J. C.

NORTHWEST.

Farmers near Madison, S. D., desire to erect an elevator.

J. Wirkus, Minto, S. D.: I may put in a new dump scale.

Gunder Howard is interested in a plan to build an elevator at Hillsboro, N. D.

Work has begun on a new elevator at Egan, S. D. Hart & Manson are the builders.

The Russell-Miller Milling Co. of Valley City, N. D., will erect a line of elevators for storage.

The Canton Grain Co. of Canton, S. D., has bought the Farmers' Elevator at Worthing, S. D., known as the Worthing Elevator Co.

Geo. A. Poe of Hitchcock, S. D., writes that the South Dakota Land Co. contemplates putting in an elevator during the coming season.

Material is on the ground for a new elevator at Dell Rapids, S. D. This replaces the one owned by the Dell Rapids Elevator Co., which was burned a short time ago.

W. H. McPherson, president of the Northwestern Independent & Farmers' Elevator Association, has called a meeting of the farmers' friends, to be held at Fargo, N. D., Feb. 20.

The Farmers' Elevator Company has been incorporated at Hartford, S. D. Capital stock, \$10,000; incorporators, James Clark, L. A. Pease, Herman Phillips, Nils Byg and Charles Gregg.

P. R. Crothers, secretary and manager of the Farmers' Co-operative Grain Co., of Hetland, S. D., will retire from the management at the end of the present season. Who his successor will be is not yet known.

Two steel tanks, each of 50,000 bushels capacity, have been erected by the Steel Storage & Elevator Construction Co., for the W. H. Stokes Milling Co., Watertown, S. D. The plant includes a working house of 40,000 bushels capacity. Insurance companies have granted a rate as low as 1/4 of 1 per cent.

The Duluth elevator at this place has been closed, and Mr. Shufelt, their able buyer, has gone to hold down some 300 acres of land out west. It may be out of place for us to comment on the closing of a grain elevator so early in the season, being entirely the business of owners of such elevator as to how long they keep their houses open, but one thing we do know beyond a shadow of a doubt and that is this: Any elevator corporation who think they can open up their house for the accommodation of the farmers who may patronize such house, and at the expiration of a couple of short months after the bulk of the crop is in, and their agent has handled from 25,000 to 75,000 bushels of grain (enough surely to entitle any man to a year's job), then when receipts run a trifle light close the elevator and let the agent go to grass and suck onions for the balance of the season, must not be in the least surprised that the farmers are not falling over one another to see who will be the first man in with his grain at the next opening. True, all our farmers may not take a daily paper, and are not posted on the wheat situation, but we must give them credit of knowing where they will be dealt justly by, and have a house open to receive their little dab of wheat in May and June as well as a couple of months in the busy fall of the year, when expenses are light and cream thickest, and it seems to us that the sooner the Duluth Elevator Company learns that they must take the bitter with the sweet, the better for them, and try and fall in line with their competitors.—Manvel, N. D., correspondence Grand Forks Herald.

DAKOTA LETTER.

C. U. Chase will rebuild the elevator burned at Willow Lakes, S. D., last fall. A new grain storage elevator will be

built by the Murdock Milling Co., of Murdock, Minn., next spring.

Warner & Clifford of Hazel, S. D., intend to build three or four new elevators in North Dakota, next summer.

The Farmers' Elevator Co. of Barrett, Minn., will build an elevator in connection with the warehouse this spring.

J. K. Work of Wheaton, Minn., is endeavoring to form a new Farmers' Elevator Co. at that place. He is confident of success.

W. T. Purdy has purchased one-half interest in the firm of Jacobshogen & Co., of Willow Lakes. The firm name will be Jacobshogen & Purdy.

W. T. Purdy of the firm of Chas & Purdy, Willow Lakes, S. D., has sold his half interest in the firm to C. U. Chase, his partner. Mr. Chase will continue the business alone.

Warner & Clifford have sold their elevator at Vienna, S. D., to J. J. McBride & Co. of Vienna. McBride bought grain for the Northwestern Elevator Co. for twelve years and resigned his position to go into business for himself.—F. W. W.

OHIO.

Ohio State Board of Agriculture will not issue a report this month.

L. A. Trepanier of Sugar Ridge, O., has erected a grain elevator at that place.

Construction of the Toledo Salvage Co.'s grain drying plant at Toledo, O., began Feb. 1.

It is said that F. D. and M. M. Smith of Arcanum, O., may build an elevator at that place.

J. F. Schoen, Omar, O., reports that the wheat crop in that section of the country will be small this year.

The Burbank Elevator Co. now owns the warehouse at Burbank, O. Silas White has withdrawn from the firm.

New elevators will be built at Scipio Siding, O., on the B. & O. R. R. and at Watson, O., on the Big Four Route.

Chas. T. Pierce, Defiance O., Feb. 7: The movement of grain is still very slack. Farmers seem to have faith in higher prices for their corn.

A. F. Cline, a well known grain dealer of Bloomville and H. S. Nelson of Plymouth have bot the elevator of Lanehart & Co., at Mansfield, O. They took possession Feb. 3.

Monnette, O., will soon have an elevator in operation. The elevator was erected by Columbus parties and will be in charge of William A. Monnette, formerly of Marion, O.

Franke Bros. of Fostoria, O., have recently invested in a mill and elevator at Creston. The mill will be fitted with modern machinery. Charles Franke will manage affairs at Creston.

The A. H. May Implement Co. has been so successful during its six years of existence that its proprietor, A. H. May, has decided to begin a larger business and will handle grain at New Bremen, O.

Early in the morning of Jan. 25 a fire, which was doubtless of incendiary origin, destroyed the warehouse of Fombelle & McGaw, at Wooster, O., filled with hay and grain. Loss, \$6,000; insurance, \$4,000.

Runkle & Sons, St. Johns, O.: Prospects for wheat very poor. Farmers contemplate planting large crop of corn and oats. We believe young timothy and clover practically killed out. Weather still very dry.

J. S. Rychener, who a short time ago entered the grain business at Elmira, O., was recently thrown from a carriage during a runaway. The fall was the cause of hemorrhages and for several days he was in a serious condition.

H. S. Grimes of Portsmouth was in Chicago this week, not for the special purpose of watching corn continue to decline, as he predicted it would do, in the Journal for Jan. 10, but to accompany Mrs. Grimes back to the Buckeye State.

D. R. Risser, Vaughnsville, O., Feb. 4: The grain business is very quiet. The farmers have no corn to sell; and little wheat is moving, as the prospects for another crop are not very flattering. Farmers are inclined to hold what wheat they have.

H. S. Grimes, of Portsmouth, O., president of the Ohio Grain Dealers Association, gave a dinner recently at his residence to 30 of his friends connected with the Portsmouth Board of Trade, the Commercial Club and business enterprises with which Mr. Grimes is identified.

The Interstate Grain Storage Co., which has a plant at Fostoria, O., and offices at Toledo, held the annual meeting Jan. 28th. Officers and directors were chosen as follows: President, A. Mennel; vice-president, Isaac Harter; secretary and treasurer, W. F. Day; directors, Geo. Brinkerhoff and Henry W. Harter.

Shippers to the Toledo market will watch their weights closely to observe the effect of the work to be done by the expert scale man who has been employed by the Toledo Produce Exchange to examine all scales used to weigh grain in the elevators at Toledo, as well as the scales used by the inspectors of seeds. The expert will see that the weighing machinery is mechanically correct and observe the manner in which the weighmen do their work. His thorough knowledge of scales and weighing is vouched for by a leading scale manufacturer.

PACIFIC COAST.

Call board sales of grain on the San Francisco Produce Exchange during the seven months prior to Feb. 1 consisted of 496,000 tons wheat and 56,500 tons of barley.

The plant of the Kendrick Grain Co. at Kendrick, Idaho, will be transferred to the Vollmer-Clearwater Grain Co. early in the spring. Mr. Atcheson will be retained as manager.

Loading of grain cargoes at Tacoma, Wash., proceeded with dispatch during the past month. The work is done by non-union stevedores, who are paid 22½ to 25 cents per hour.

T. C. Friedlander, secretary of the San Francisco Produce Exchange, has issued the 34th and last annual report of the Exchange. The institution has been merged with another body under the name Merchants' Exchange.

The Vollmer-Clearwater Co. has made arrangements to erect a building at Nez Perce, Idaho, 40x80 feet in size, to be used as the headquarters of the company in that vicinity and also as a distributing depot for flax and grain.

W. H. Reed of Tacoma, a member of the Washington Grain Commission, is a candidate for the office of state grain inspector, to succeed Geo. Wright.

Good politicians seldom make good grain inspectors and vice versa.

J. W. Gilmer, Tipton, Tulare Co., Cal., Feb. 2: Crop conditions very uncertain. Less than two inches of rain to date. Wheat 91 cents per cental, barley 80 to 85 cents per cental. Hay, alfalfa, \$5 per ton; grain, \$8 to \$10 in stack, cost of baling, \$2 per ton.

John W. Arrasmith has been appointed state grain inspector of Washington. He is a wheat grower of Whitman county and a business man of Colfax, Wash. Tho he is active in politics, the grain men are satisfied with the appointment, and hope he will accept the office.

PENNSYLVANIA.

Brit Hart will erect an elevator at Tylerdale, Pa.

Wm. M. Richardson has retired from the firm, S. C. Woolman & Co., of Philadelphia.

A. B. Harnish, grain dealer of Mechanicsburg, Pa., is erecting a new building.

Jas. McNelis, dealer in grain and feed at Hastings, Pa., contemplates installing a small feed mill.

J. P. Locke & Co. are erecting a grain warehouse at Grove City, Pa. It will be a two-story structure, with switches so that grain cars may be unloaded directly into the building.

The Philadelphia Commercial Exchange has elected Charles Dunwoody, president; Samuel L. McKnight, vice-president; Charles J. String, treasurer; and the following directors to serve two years: W. H. Tenbrook, Walter F. Hagar, J. W. Beatty, Samuel C. Woolman, Penrose A. McClain and Frank E. Marshall. William F. Brey was elected a director to serve for one year in place of George S. Jackson, who has moved to Baltimore.

SOUTHEAST.

Lewis Payne will build a large grain elevator at Gallatin, Tenn.

The firm of Schermerhorn & Son has succeeded Bennett & Schermerhorn in the grain business at Baltimore, Md.

R. L. McKellar, Memphis, Tenn., Feb. 21, 1902: The mint acreage will be larger than ever and a large crop is assured.

The Baltimore Chamber of Commerce will amend its rules to require the purchaser of grain to assume all storage charges.

The Drago Grain Co. sustained loss in the large fire at Mobile, Ala., Jan. 25. The company's building was badly damaged, its stock slightly.

The Baltimore & Ohio Railroad has reduced the charges on grain elevated from vessels to 1 cent with 20 days' storage, at its elevators at Baltimore, Md.

An elevator will be built at Riverton on the Tennessee River, the northern terminus of the Northern Alabama Ry. H. E. Hutchens of Sheffield, Tenn., has the contract.

Richmond, Va., is to have another elevator. It will be used by the Richmond, Fredericksburg & Potomac, the Norfolk & Western and the Atlantic Coast Railways.

The Jennings Rice Milling Co., of Jennings, La., will build two mills, one at Roanoke, each to have 1,200 barrels capacity, with warehouses in connection of 40,000 sacks capacity.

A barge loaded with 1,200 bushels of grain consigned to J. Allen Smith & Co. was sunk Jan. 25 at Bryant's Shoals,

above Knoxville, Tenn. The greater part of the grain was recovered and the loss was small.

Thos. H. Botts & Co., Baltimore, Md., Feb. 7: Extreme dullness prevails in our market, as well as thruout the country, from what we can see and learn. Two things will sell: one is rye and the other clover seed.

Superintendent W. S. Upshur has closed the Chesapeake & Ohio Elevator B at Newport News, Va., and has discharged one-third of the force, on account of the short corn crop. Elevator A will continue in operation.

Lewis Payne of Gallatin, Tenn., will build an elevator at that place. Cost, \$10,000; capacity, 100,000 bushels. This will no doubt prove a profitable undertaking, as Summer county takes first place in the state as a wheat producer, its average yield being 350,000 bushels, and heretofore has had limited storage room.

Chas. D. Jones, the Memphis manager of the Williams-FitzHugh Co., was married Monday, Feb. 3, to Miss Georgia Cole Knox of Nashville, daughter of Geo. R. Knox, general freight agent of the N. C. & St. L. R. R. After a short trip Mr. and Mrs. Jones will settle in Memphis. They have the best wishes of a host of Mr. Jones' friends in the grain trade.

The Baltimore Chamber of Commerce, at its annual meeting, Jan. 27, elected five directors: Chas. England, Geo. S. Jackson, Jas. C. Gorman, Daniel Rider and J. Ross Meyers. At a meeting of the entire board Charles C. Macgill was reelected president for the second term; James C. Gorman, vice president; John L. Rodgers and Wm. F. Wheatley reelected treasurer and secretary, respectively.

At the annual election of the Memphis Merchants Exchange, held Jan. 16, Alex. Allison was elected president, Wm. G. Thomas, vice president; John H. Watkins, treasurer, and Jerome Hill, Thos. B. Jones, John Holst, Benj. H. Williamson, Wm. B. Johnson, Matt. E. Carter, Wm. P. Brown, Sam. M. Williamson, Edward Nowland, Jno. W. Huger and A. H. D. Perkins were elected directors. At a meeting of the directors, Jan. 30, Nat. S. Graves was chosen secretary, R. W. Williams assistant secretary, E. R. Gardner chief inspector and Felix Paquin chemist.

SOUTHWEST.

Goyer & Co. of Baton Rouge, La., are erecting an elevator at the wharf.

Fred Vandenburg of Deer Creek, Okla., is planning to erect an elevator at Medford, Okla.

The Medford Mill & Elevator Co., Medford, Okla., talks of constructing an elevator at Deer Creek.

E. J. Spratlin, DeWitt, Ark., Feb. 5: No corn to amount to anything raised in this section this year. Fall oats damaged by the hard winter. Wheat doing well.

W. H. Williamson of Nardin, Okla., writes that the elevator owned and operated by the Kay County Farmers Elevator Co. of that place has been rebuilt.

J. B. Brooks, Deer Creek, Okla., agent Blackwell Milling & Elevator Co., Feb.

4: Very dry here, but think wheat is not hurt much. Good deal of wheat in farmers' hands.

H. K. Cochran of Little Rock, Ark., states that T. H. Bunch has added to his grain elevator and mill plant a commodious hay warehouse, and that the Townes Milling Co. recently installed corn and chop mills.

R. McMillan, chief inspector of the New Orleans Board of Trade, reports that the exports from New Orleans during January amounted to 17,142 bushels of corn, 730,000 bushels of wheat and no oats, against 4,444,000 bushels of corn, 1,777,000 bushels of wheat and 145,000 bushels of oats during the preceding January.

TEXAS.

The Prairie Bluff Rice Co., Pierce, Tex., will build a rice mill.

Dan Talmage, Sons & Co., it is said, will erect a rice mill at Houston, Tex.

H. B. Dorsey's warehouse at Weatherport, Tex., was burned at 3 o'clock on the morning of Jan. 19, entailing a loss on grain and hay of about \$500. Damage to building about \$1,000; insurance, \$400 on building and \$750 on stock.

The Cotton Belt road has applied to the Texas Railroad Commission for permission to add 5 cents per hundred to the rate on grain out of Texarkana. Considerable grain is being rebilled at Texarkana to Texas points, it having been delivered at that gateway on low rates from the grain-producing districts.

W. P. Powell, Bartlett, Tex., Feb. 1: Our oats and wheat acreage were larger by 40 per cent than last year. Dry, cold season has reduced it to 10 per cent larger. A big crop of corn is to be planted, with much smaller cotton acreage on account of the scare over ravages of the boll weevil; prospects for a crop are gloomy.

C. McD. Robinson, chief inspector of the Galveston, Board of Trade, reports that 88,370 bushels of wheat were exported from Galveston during January, a decrease of 1,675,000 bushels compared with a year ago. Between Sept. 1 and Feb. 1 the exports of wheat amounted to 3,760,449 bushels, compared with 6,330,168 a year ago. No corn is being exported.

Milling in transit rules 7 and 10 have been revised by the Texas Railroad Commission: Rule 7—Milling in transit rates (a) when the haul from point of origin of the grain to final destination of the product is in a direct and natural route, the through rate protected shall be that in effect on the commodity or commodities reshipped either from the origin of the grain or from milling station, whichever is the higher, to final destination, observing the minimum balance, as per rule 10. (b) When direct service is involved a charge of one-half cent per ton per mile additional to the freight rate applicable on the product, from origin or milling point, whichever is the greater, shall be made for all extra or additional haul performed as provided in subdivision (c) of this rule, but in no case shall the total rate charged be less than the distance tariff rate on the product for the total mileage traversed by the grain and products observing the provisions of rule 10. It being understood that when the back haul service is performed the mileage only one way shall be considered. (c) If the route is over any portion of a line or

lines which shall not be in a direct or natural route the additional distance shall be the difference between the mileage traversed by the shipment and the shortest mileage from point of origin to destination, provided that the rates on shipments moving over the routes named in the following list shall be the same as those established by such shortest mileage.

WISCONSIN.

August Koehler, dealer in grain and stock at Brandon, Wis., died recently of heart disease.

Ernst Hoeft has purchased the warehouse and grain elevator of B. L. Delamater at Tigerton, Wis.

Clerks and messenger boys on the Chamber of Commerce at Milwaukee now are required to wear badges and caps.

E. H. Hemp's elevator at Reeseville, Wis., recently acquired by him, has again been sold. Mr. Hemp is at present employed by the company.

Curb trading at Milwaukee has been curtailed by a new rule of the Chamber of Commerce. Business still may be transacted until 3 o'clock, and 2 o'clock Saturdays.

Memberships in the Milwaukee Chamber of Commerce are selling at \$700. The last membership held by the Chamber has been sold, and applicants are buying in the open market.

The clearing-house report of the Milwaukee Chamber of Commerce shows that January broke the record of all previous months. Transactions aggregated 236,000,000 bushels of wheat and corn.

All telegraph companies have furnished the Milwaukee Chamber of Commerce with a list of subscribers to the continuous market quotation service. Any bucket-shops found on the list will be cut off by the Chamber.

The clerks employed on the Milwaukee Chamber of Commerce object strenuously to wearing the large tin tags distinguishing them from members. A few of the clerks, who have posed as members, are expected to quit their jobs.

Grain stored in the elevator of the Eastern Railway of Minnesota at Superior, Wis., is insured by the railway company, under a policy termed an "indemnity agreement." This arrangement deprives the insurance companies of risks on 3,400,000 bushels. The charges range from 10 cents per \$1,000 for one day to 45 cents for seven days, \$1 for a month, \$3.50 for six months and \$5 per annum. The schedule is the same as the short-rate table of regular insurance companies, commonly in use, based on an annual rate of 50 cents per \$100.

Bartlett, Frazier & Co., grain dealers of Chicago, who were defrauded thru the dishonest trading of a clerk on the Milwaukee Chamber of Commerce, have paid the other parties to the transaction \$1,925, in compliance with the order of the board of appeals. The first decision by a committee was in favor of Bartlett, Frazier & Co., and against the L. Bartlett & Son Co. The amount has been paid under protest, and the Chicago firm has obtained an order of court restraining the Chamber from depriving them of any privileges during the pendency of the appeal to the directors.

PATENTS GRANTED

Wm. J. Kerr, Ozark, Mo., has been granted letters patent, No. 692,145, on a hand grain separator.

Christian F. Weeber, Albany, N. Y., has been granted letters patent, No. 692,094, on a muffler for explosive engines.

Willis A. Swap, Providence, R. I., has been granted letters patent, No. 692,218, on a free piston explosive engine.

John T. Metcalf, Quincy, Pa., has been granted letters patent, No. 691,561, on an igniter for explosive engines.

Gustaf L. Reenstierna, Winchester, Mass., has been granted letters patent, No. 692,211, on a muffler for gasoline engines.

Cyrus Robinson, Edgewood Park, Pa., assignor to the Westinghouse Machine Co., has been granted letters patent, No. 691,489, on a gas engine.

Wm. J. Pugh, Davenport, Ia., assignor of one-half to Thomas R. Levis, Rochester, N. Y., has been granted letters patent, No. 692,071, on an explosive engine.

Jas. M. Smith, Newark, N. J., assignor to Jesse Walrath, Racine, Wis., has been granted letters patent, No. 691,498, on an electric igniting device for explosive engines.

Robert Lundell, New York, N. Y., assignor of one-half to Chas. J. Kintner, New York, N. Y., has been granted letters patent, No. 691,788, on a combined air and explosive engine.

Andrew Sonander, Springfield, O., assignor to the Foos Gas Engine Co., Springfield, O., has been granted letters patent, No. 692,082, on a governor for gas engines.

John Flesher, Parry Sound, Ont., has been granted letters patent, No. 691,756 (see cut), on a door for grain cars. An auxiliary door is hinged to the main door, on a rod bent to form cranks and straight portions.

Willard D. Doremus, Washington, D. C., has been granted letters patent, No. 691,716 (see cut), on a car seal, made in one piece, composed of an upper embossed and strengthened portion, a neck with folded wings, adapted to be straightened out, and a shackle-wire.

Martin Hansen, Livermore, Cal., has been granted letters patent, No. 692,011 (see cut), on a barley-bearder and cereal polisher. A vertical tube contains an auger fitting closely in its lower portion and reduced in size above. The reduced section is provided with rubbing devices.

Friedrich Knuettel, Charlottenburg, Germany, has been granted letters patent, No. 691,471 (see cut), on a malting drum. The drum consists of an outer shell, a central perforated tube closed at one end of the drum, perforated ventilating tubes closed at the opposite end of the drum, and communicating with the air chamber.

Paul Bedarrides, Paris, France, has been granted letters patent, No. 692,106 (see cut), on an elevator for granular substances. The apparatus is contained in a lighter. Extending into the hold of the vessel is a tube from which the air is partially exhausted, drawing the grain up and into one of two chambers from which, alternately, the grain is spouted to the shore bins.

Otto Porbeck, St. Louis, Mo., has

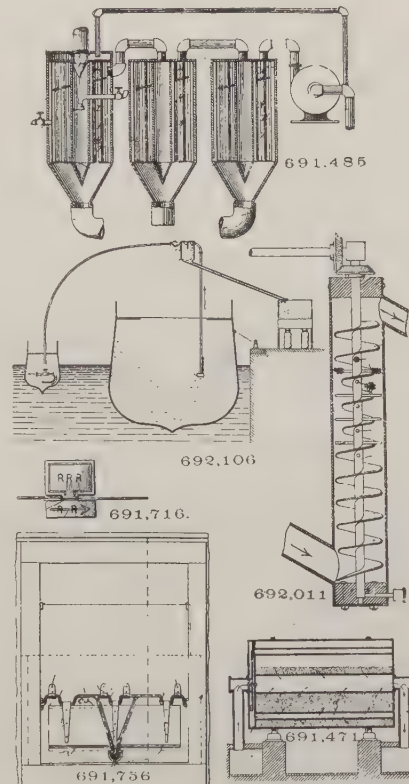
been granted letters patent, No. 691,485 (see cut), on a dust collector. The system comprises a blast fan and a series of chambers, each formed in two parts, one within the other, the outer division having a funnel-shaped bottom wall provided with an outlet. The inner division of one collector communicates with the outer division of the next, except the last.

SEEDS.

The John Allen Seed Co.'s large warehouse at Sturgeon Bay, Wis., which was burned a month ago, will be rebuilt.

Clover seed amounting to 6,767,644 pounds was exported during 1901, as reported by O. P. Austin, chief of the bureau of statistics; compared with 21,579,612 pounds during 1900.

Our exports of flaxseed during the eleven months prior to Dec. 1, 1901,



amounted to 2,474,890 bushels, compared with 2,245,299 bushels during the corresponding period of 1900.

Timothy seed amounting to 5,635,631 pounds was exported during 1901, as reported by O. P. Austin, chief of the bureau of statistics; compared with 10,574,453 pounds during 1900.

Exports of grass seed other than timothy and clover during the eleven months ending Nov. 30, 1901, were valued at \$212,812, compared with \$138,555 during the corresponding period of 1900.

W. H. Small & Co. say: The common millet is not nearly so productive as the southern-grown German millet, and should never be sown if quality and quantity of hay produced is a consideration.

Chicago shipped during the week ending Feb. 8 377,406 pounds of timothy seed, 89,316 pounds of clover seed, 349,357 pounds of other grass seed and 22,915 bushels of flaxseed; compared with

1,053,782 pounds of timothy seed, 644,581 pounds of clover seed, 330,166 pounds of other grass seed and 20,034 bushels of flaxseed, during the corresponding week of 1901.

According to official reports, 5,733,580 pounds of clover seed were exported during the eleven months ending Dec. 1, 1901. During the corresponding period in 1900, the amount was 20,800,867 pounds.

O. P. Austin, chief of the bureau of statistics, reports that 5,316,713 pounds of timothy seed were exported during the eleven months prior to Dec. 1, 1901, compared with 10,049,287 pounds during the corresponding period of 1900.

Geo. S. Green of the Illinois Seed Co. is a member of the arbitration committee of the Chicago Board of Trade on grass and field seeds, besides Messrs. Hunter, Heath, Seckel and Winans, who were given as members in the last issue of the Journal.

Cuban imports of clover seed during the fiscal year ending July 1, as reported by the War Department, amounted to 116,400 pounds, and the imports of flax and timothy seed combined to 622,700 pounds. Statistics for the preceding 12 months are not reported.

Chicago received during the week ending Feb. 8 308,030 pounds of timothy seed, 153,839 pounds of clover seed, 272,310 pounds of other grass seed, and 77,215 bushels of flaxseed; compared with 608,990 pounds of timothy seed, 260,932 pounds of clover seed, 515,660 pounds of other grass seed and 104,950 bushels of flaxseed, during the corresponding week of 1901.

C. A. King & Co. write: Toledo stock of clover seed is a little larger than last year, but mostly held by local dealers who will work up prices if they can. Crop has turned out larger than was expected early. The backwoods of Michigan have been sending it in freely. If receipts are moderate, the longs will hold the "edge." If the receipts continue large, February will not be a bull month.

Clover seed receipts at Toledo for the week ending Feb. 8 were 1,500 bags, and the shipments 5,050 bags; compared with 2,000 bags received and 5,683 bags shipped, during the corresponding week of 1901. For the season prior to Feb. 8 the receipts have been 100,700 bags, and shipments 66,400 bags; compared with receipts of 56,000 bags and shipments of 66,000 bags for the corresponding period of the preceding season.

C. A. King & Co. write, Feb. 8: Clover seed has been weak of late. The cash market has experienced considerable dulness at the moment. Lots of traders generally look for slow markets at this time of the year. There has been considerable liquidation, especially in the futures. March declined steadily from \$6.20 to \$5.60. The market has no snap, and of course buyers are not anxious when such conditions exist. The shipments have been very liberal of late, while the receipts have grown less, but this can be accounted for to some extent by the cold weather. It may be that there will be no more stocks than will be necessary to fill all orders, but much depends upon the amount of seed still back in the country. If the receipts are only nominal from now on possibly there will be a lively scramble for the spot seed a little later on. Canada had a large crop and filled up a good many holes. What seed was exported mostly came from Canada.

THE SUPPLY TRADE

The Milwaukee Bag Co. of Milwaukee, Wis., has been incorporated to do business in Illinois.

Let your cut of the article be as good as the article. You can't do justice to a good article by using a poor cut.

McLeod Bros., manufacturers of the McLeod Automatic Weighing Scale, are said to contemplate building a factory at Topeka, Kan.

One of the handsomest calendars received this year bears the advertisement of Funsten Bros. & Co., commission merchants of St. Louis.

The Younglove & Boggess Co., elevator builders of Mason City, Ia., have removed their offices to more commodious quarters.

Irving H. Reynolds, a nephew of Edwin Reynolds, has been appointed general superintendent of the Allis-Chalmers works at Milwaukee, Wis.

William W. Allis, chairman of the board of directors of the Allis-Chalmers Co., Milwaukee, Wis., has resigned on account of ill health.

The Straub Machinery Co. of Cincinnati, O., has been made agent for the Barnard & Leas Mfg. Co. of Moline, Ill., in Ohio, western West Virginia, eastern Indiana and eastern Kentucky.

William E. Will, secretary of the Steel Storage & Elevator Construction Co., Buffalo, N. Y., is making a trip thru the south and west to confer with gentlemen who contemplate erecting elevators.

H. Sandmeyer & Co., manufacturers of bifurcated loading spouts at Peoria, Ill., have been incorporated. The capital stock is \$75,000, and the incorporators are William D. Dickson, Henry Sandmeyer, Jr., and Henry W. Kroos.

J. R. Ratekin & Son, seedsmen of Shenandoah, Ia., report that while three years ago they were having a demand for six bushels of yellow corn to one of white, now they are getting orders for two bushels of white to one of yellow.

The Benson Seed Separator Co. has been incorporated at Ypsilanti, Mich., to manufacture separators. Capital stock, \$20,000. The officers are: President, C. L. Stevens; treasurer, Frank Newton; secretary, Fred W. Green. These, with J. E. McGregor and C. H. Cady, form the board of directors.

The systematic advertiser looks over the field to form an estimate of the share of business he can get and the amount he can create by advertising. Many elevator men intend to improve and enlarge their grain-handling facilities, and many others will be induced to make changes, if the supply men will advertise the advantages of their improved machinery in a way to attract attention and convince.

Edward A. Ordway of Kansas City, Mo., will manage the sales of the new rice-cleaning machine which has been perfected by the Invincible Grain Cleaner Co. of Silver Creek, N. Y. A gain of 20 per cent is shown in the saving of the rough rice wasted by the old process. Rice millers are astonished at the work done by the machine.

The W. S. Cleveland Elevator Building Co. has been incorporated at Minneapolis, Minn., to continue the busi-

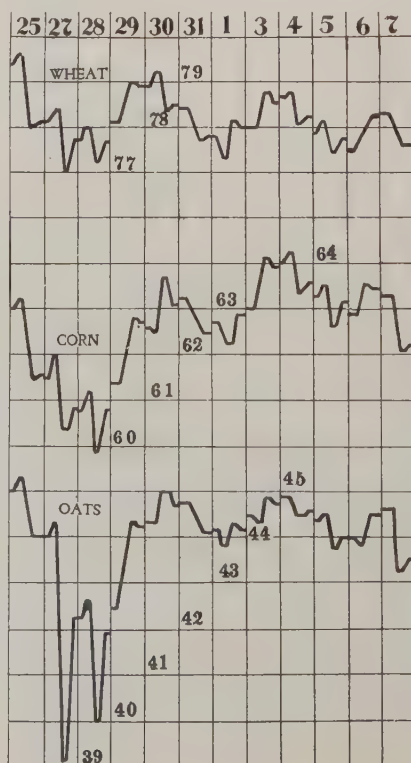
ness of Mr. Cleveland. The capital stock is \$75,000, and the incorporators are Mr. Cleveland, George H. Taylor, M. E. Young and B. D. Curtiss of Minneapolis, and William Cleveland of Milbank, S. D. Mr. Cleveland's contracts have grown until it was found desirable to incorporate his business into a company. Last year he built 28 elevators of all sizes.

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., writes: Our trade has expanded so rapidly in the last year that notwithstanding the enlargements of our works and increased facilities, we still find ourselves cramped for room, and we are now going to take steps for further enlargements and increasing our equipment.

The J. Thompson & Sons Mfg. Co. of Beloit, Wis., has acquired a tract of 20 acres just across the state line in Illinois, on which to erect an entirely new shop for the gasoline engine department, the business of which, since the manufacture of the Lewis Engine was begun, in 1897, has grown until it amounts to fully one-third of the entire business. In the new plant the gas engine department will be totally distinct from the implement works. The total length of ground of the entire plant will be 900 feet, with ells extending to the rear. Buildings will be eighty feet wide and built of solid brick. In height they will be one story, two stories and three stories, the warehouse being a three-story structure. The gas engine machine shop will be 275 feet long by eighty feet in width and built so as to give a maximum area of window openings, thus insuring a bright, light and airy workshop.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Feb. 8, are given on the chart herewith:



Books Received.

THE RED BOOK of Howard, Bartels & Co., for the year 1901, has been issued. It is as usual replete with valuable statistical information relating to the trade in grain, seeds and provisions, as well as a complete daily record of the prices of all commodities on the Chicago Board of Trade.

BRIEF FOR COMPLAINANT, containing statement of the case, points and authorities in the case of the National Hay Association vs. The L. S. & M. S. R. R. Co. et al., before the Interstate Commerce Commission, has been received from John B. Daish, Washington, D. C., who is one of the counsel for the petitioner.

Adrianus Prins, a well-known grain dealer of Europe, residing at Amsterdam, and a former president of the Association of the Grain Trade, died recently at the advance age of 81 years.

J. F. Pearson, Chalmers, Ind., writes: Stop my ad. I have plenty of machinery offered. I think there will be no trouble in getting what I want.

Grain Receipts.

For the week ending Feb. 8, the receipts of wheat, corn and oats at nine primary markets, and at the leading seaports, were:

WESTERN POINTS.	Wheat, bu.	Corn, bu.	Oats, bu.
Chicago.....	353,225	321,725	531,719
Milwaukee.....	170,600	65,550	93,200
Minneapolis....	922,200	34,940	43,900
Duluth.....	600,500	.....	17,915
St. Louis.....	78,000	207,000	329,600
Toledo.....	18,970	111,853	107,700
Detroit.....	38,553	43,183	84,977
Kansas City....	143,200	237,600	.....
Peoria.....	54,400	265,562	84,000
Total.....	2,379,651	1,317,418	1,293,001
Last week.....	2,700,530	2,280,756	2,012,585
Last year.....	3,331,594	5,763,543	3,201,582
SEABOARD.			
New York.....	215,550	84,000	346,500
Boston.....	215,903	19,868	104,561
Philadelphia....	48,136	101,260	107,340
Baltimore.....	32,324	104,267	55,413
New Orleans....	81,000	19,000	.....
Galveston.....	800	.....	.....
Total.....	653,763	328,395	613,814
Last week.....	1,029,166	279,260	750,771
Last year.....	1,396,793	4,354,795	875,385

Grain Shipments.

For the week ending Feb. 8, the shipments of wheat, corn and oats at nine primary markets, and at the leading seaports, were:

WESTERN POINTS.	Wheat, bu.	Corn, bu.	Oats, bu.
Chicago.....	395,640	351,910	842,437
Milwaukee.....	37,800	45,650	78,100
Minneapolis....	128,560	41,020	55,170
Duluth.....	27,746	4,505	.....
St. Louis.....	295,000	439,000	239,085
Toledo.....	37,367	95,214	61,400
Detroit.....	19,108	11,262	6,252
Kansas City....	65,600	461,600	.....
Peoria.....	84,686	85,253	104,900
Total.....	1,091,807	1,535,514	1,387,344
Last week.....	1,318,254	1,874,918	1,907,901
Last year.....	1,430,198	2,550,503	1,876,311
SEABOARD.			
New York.....	576,973	21,362	57,049
Boston.....	493,284	.....	.....
Philadelphia....	198,519	46,120	87,573
Baltimore.....	40,000	9,071	400
New Orleans....	56,000	1,600	.....
Galveston.....	.....	.....	.....
Newport News..	30,000	15,000	.....
Total.....	1,394,779	93,153	115,029
Last week.....	1,246,826	296,569	97,803
Last year.....	2,170,011	4,437,887	718,105

DIRECTORY OF REGULAR GRAIN RECEIVERS AND DEALERS

Dealers and Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

BALTIMORE.

Thos. H. Botts & Co., grain, seeds.
Chas. England & Co., grain, hay.

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.

BUFFALO.

W. B. Gallagher, damaged grain.
Dudley M. Irwin, barley.
Watkins & Anderson, grain and feed.
S. W. Yantis, grain and feed.

CHICAGO.

Armour Grain Co., grain buyers.
Bartlett, Frazier & Co., grain.
Calumet Grain & Elevator Co., commission merchants.

A. C. Curry & Co., grain, seeds.
Dreiske & Hinners, commission.
L. Everingham & Co., grain, seeds.
Sam Finney, commission.
W. A. Fraser, grain commission.
Gerstenberg & Co., grain, seeds.
The Glucose Sugar Refining Co., buyers of corn.

H. Hemmelgarn & Co., commission.
Lowell Hoyt & Co., grain, hay.
W. F. Johnson & Co., grain, seeds.
L. H. Manson & Co., grain, comsn.
W. H. Merritt & Co., grain, seeds.
Milmine, Bodman & Co., grain, comsn.
W. R. Mumford Co., commission.
Geo. H. Phillips, comsn.
Pope & Eckhardt Co., comsn.

CHICAGO—Continued.

H. W. Rogers & Bro., grain and seeds
Rosenbaum Bros., receivers, shippers.
J. Rosenbaum Grain Co., recrs, shprs.
Rumsey, Lightner & Co., commission.
James P. Smith & Co., grain.
E. W. Wagner, receiver and shipper.
Ware & Leland, grain, seeds.
Weare Commission Co., commission.
Van Ness & Wilson, grain receivers.

CAIRO, ILL.

H. L. Halliday Milling Co., grain.

CINCINNATI.

Union Grain & Hay Co., grain, hay.

DAYTON, OHIO.

Schaeffer & Boroff, grain shippers.

DETROIT.

Burks Grain & Elevator Co., grain.

EVANSVILLE.

W. H. Small & Co., grain, seeds.

GREENVILLE, OHIO.

E. A. Grubbs Grain Co., track buyers.

INDIANAPOLIS.

Bassett Grain Co., commission.

KANSAS CITY.

Ernst-Davis Grain Co., commission.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.

MEMPHIS.

John Wade & Sons, grain dealers.

MILWAUKEE.

L. Bartlett & Son Co., commission.
Franke Grain Co., grain, hay.

MINNEAPOLIS.

E. A. Brown & Co., comisin.
Van Dusen-Harrington Co., comsn.

NEW YORK.

Geo. N. Reinhardt & Co., hay, grain.

PEORIA, ILL.

P. B. & C. C. Miles, grain commission.

PHILADELPHIA.

E. L. Rogers & Co., grain, hay.

PITTSBURG.

Daniel McCaffrey's Sons, grain, hay.
R. S. McCague, grain, hay.

PORTLAND, ME.

Edward P. Merrill, grain broker.

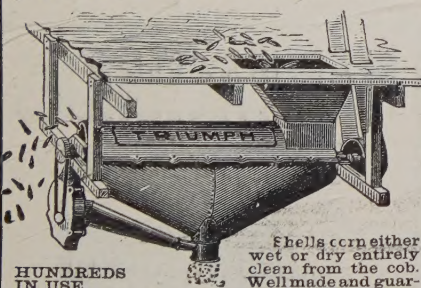
ST. LOUIS, MO.

Daniel P. Byrne & Co., grain, hay.
Connor Bros. & Co., grain comsn.
Parrott-Baxter Grain Co.

TOLEDO.

The Toledo Salvage Co., salvage grain.
C. A. King & Co., grain, clover seed.
Reynolds Bros., grain.
W. A. Rundell & Co., grain, seeds.
J. F. Zahm & Co., grain, seeds.

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clean from the cob.
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White's Wheat Flakes

Is the most palatable cereal food on the market. A trial will convince you.
If your grocer does not keep it, write

T. G. WHITE, Miller,

Marion, Iowa.

Chief Grain Inspectors' National
Association, Philadelphia, Feb.
13, 14, 15, 1902.

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"DIRECT ROUTE."

The following trains carry through Pullman safety vestibuled sleepers and dining cars, Chicago to Philadelphia, without change:

Ft. Wayne train No. 20 leaves Union Station, Canal and Adams sts., at 12 o'clock noon, arrives Philadelphia 12:17 noon the following day. Fare, \$18.25; extra fare, \$1.00; double berth in sleeper, \$5.00; total, \$24.25.

Ft. Wayne train No. 8 leaves Chicago at 3 p. m., arrives Philadelphia 5:47 next afternoon. Fare, \$18.25; double berth in sleeper, \$5.00; total, \$23.25.

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If additional information is desired or reservations made in any of the through sleepers, address

H. R. DERLING, A. G. P. A.,
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is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Express Prepaid, Address

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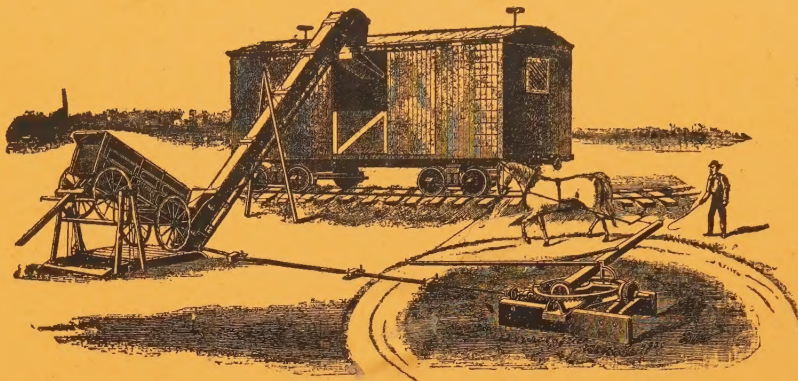
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Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x13 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

FOR SALE BY

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

DOCKAGE TABLES...

Show the amount of dockage at 1½ lbs., 2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs. per bushel for any sized wagon load of wheat containing from 2 to 600 bushels. This table is constructed to conform to the usual custom of dropping all odd pounds in the weighing of wheat. It is printed on strong cardboard from heavy faced type. Price, 10 cents each.

FOR SALE BY

GRAIN DEALERS COMPANY,
10 Pacific Ave., CHICAGO.

Clark's Record OF CARS SHIPPED.

Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9½ x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather back and corners. Price \$1.50.

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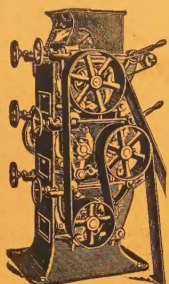
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GRAIN DEALERS JOURNAL

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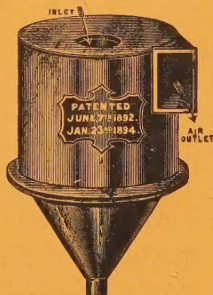
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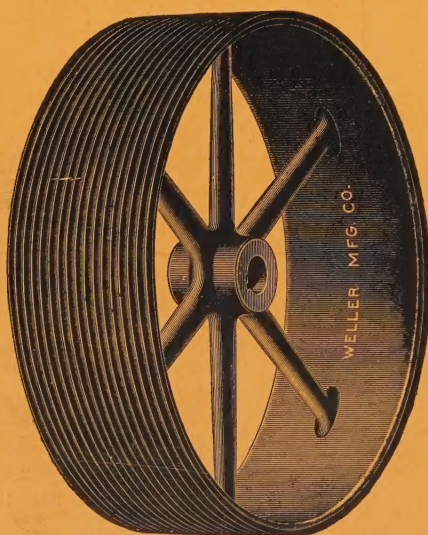


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